Courtesy Dale Jones Collection www.railroads-of-montana.com

THE WORKS

OF

HUBERT HOWE BANCROFT

VOLUME XXXI

HISTORY OF WASHINGTON, IDAHO, AND MONTANA

1845–1889

SAN FRANCISCO
THE HISTORY COMPANY, PUBLISHERS
1890

Digitized by Google

pany, and all foreign-born except the half-breeds. These men seldom had any trouble with the Indians,

At the same time the Cœur d'Alêne mission was equally prosperous. It was situated on the Cœur d'Alêne River, ten miles above Cœur d'Alêne Lake. Here about 200 acres were enclosed and under cultivation; mission buildings, a church, a flour-mill run by horse-power, 20 cows, 8 yokes of oxen, 100 pigs, horses, and mules, constituted a prosperous settlement. About both of these establishments the Indians were gathered in villages, enjoying with the missionaries the abundance which was the reward of their labors. The mission of St Mary in 1846 consisted of 12 houses, neatly built of logs, a church, a small mill, and other buildings for farm use; 7,000 bushels of wheat, between 4,000 and 5,000 bushels of potatoes, and vegetables of various kinds were produced on the farm, which was irrigated by two small streams running through it. The stock of the establishment consisted of 40 head of cattle, some horses, and other animals. Then comes the old story. The condition of the Indians was said to be greatly ameliorated. They no longer suffered from famine, their children were taught, the women were shielded from the barbarous treatment of their husbands, who now assumed some of the labor formerly forced upon their wives and daughters, and the latter were no longer sold by their parents. But alas for human schemes of happiness or philanthrophy! When the Flatheads took up the cross and the ploughshare they fell victims to the diseases of the white race. When they no longer made war on their enemies, the Blackfoot nation, these implacable foes gave them no peace. They stole the horses of the Flatheads until they had none left with which to hunt buffalo, and in pure malice shot their beef-cattle to prevent their feeding themselves at home, not refraining from shooting the owners whenever an opportunity offered. By this system of persecution they finally broke up the establishment of St Mary in 1850, the priests finding it impossible to keep the Indians settled in their village under these circumstances. They resumed their migratory habits, and the fathers having no protection in their isolation, the mission buildings were sold to John Owen, who, with his brother Francis, converted them into a trading-post and fort, and put the establishment in a state of defence against the Blackfoot marauders.

In 1853–4 the only missions in operation were these of the Sacred Heart at Cœur d'Alêne, of St Ignatius at Kalispel Lake, and of St Paul at Colville, though certain visiting stations were kept up, where baptisms were performed periodically. In 1854, after the Stevens exploring expedition had made the country somewhat more habitable by treaty talks with the Blackfoot and other tribes, Hoeken, who seems nearly as indefatigable as De Smet, selected a site for a new mission, 'not far from Flathead Lake, and about fifty miles from the old mission of St Mary.' Here he erected during the summer several frame buildings, a chapel, shops, and dwellings, and gathered about him a camp of Kootenais, Flatbows, Pend d'Oreilles, Flatheads, and Kalispels. Rails for fencing were cut to the number of 18,000, a large field put under cultivation, and the mission of St Ignatius in the Flathead country became the successor of St Mary. In the new 'reduction,' the fathers were assisted by the officers of the exploring expedition, and especially by Lieut Mullan, who wintered in the Bitterroot Valley in 1854–5. In return, the fathers assisted Gov. Stevens at the treaty-grounds, and endeavored to control the Cœur d'Alênes and Spokanes in the troubles that immediately followed the treaties of 1855, of which I have given an account elsewhere. Subsequently the mission in the Bitterroot Valley was revived, and the Flatheads were taught there until their removal to the reservation at Flathead Lake, which reserve included St Ignatius mission, where a school was first opened in 1863 by Father Urbanus Grassi. In 1858 the missionaries at the Flathead missions had 300 more barrels of flour than they could consume, which they sold to the forts of the American Fur Co. on the Missouri, and the Indians

Digitized by Google

Missouri in Montana, if we except some geological researches by Evans, until the railroad survey under Stevens was ordered; and to this expedition, more

LEWIS AND CLARKE'S MAP, 1806.

than to any other cause, may the gold discoveries in Idaho and Montana, and the ultimate rapid settlement of the country, be credited.[21] Stevens left at

[21] Stevens' party, charged with the scientific object of the expedition, consisted of Capt. J. W. T. Gardiner, 1st drag.; Lieut A. J. Donelson, corps of engineers, with ten sappers and miners; Lieut Beckman du Barry, 3d art.; Lieut Cuvier Grover, 4th art.; Lieut John Mullan, 2d art.; Isaac F. Osgood, disbursing agent; J. M. Stanley, artist; George Suckley, surgeon and naturalist; F. W. Lander and A. W. Tinkham, assist eng.; John Lambert topographer; George W. Stevens, William M. Graham, and A. Remenyi, in charge of astronomical and magnetic observations; Joseph F. Moffett, meteorologist; John Evans, geologist; Thomas Adams, Max Strobel, Elwood Evans, F. H. Burr, and A. Jekelfaluzy, aids; and T. S. Everett, quartermaster and commissary's clerk. *Pac. R. R. Rept*, xii. 33.

Digitized by Google

Fort Benton, and west of there along the line of exploration in Montana in the winter of 1853–4, one of his assistants, James Doty, to study under Alexander Culbertson the character and feelings of the Indian tribes of the mountains, preparatory to a council of treaty with the Blackfoot nation; Lieutenant Grover, to observe the different passes, with regard to snow, during the winter; and Lieutenant Mullan, to explore

RECTOR'S MAP, 1818.

for routes in every direction. These officers and Mr Doty seemed to have failed in nothing. Mullan travelled nearly a thousand miles, crossing the divide of the Rocky Mountains six times from October to January, passing the remainder of the winter at Cantonment Stevens in the Bitterroot Valley. Grover on the 2d of January left Fort Benton, crossing the Rocky Mountains by Cadotte's pass on the 12th, and finding the cold severe, the temperature by day being 21° below zero. On the 16th, being on very elevated ground, at sunrise the mercury stood at 38° below zero. In the Hellgate and Bitterroot valleys it was still from 10° to 20° below zero, which was cold weather

Digitized by Google

FINLEY'S MAP, 1826.

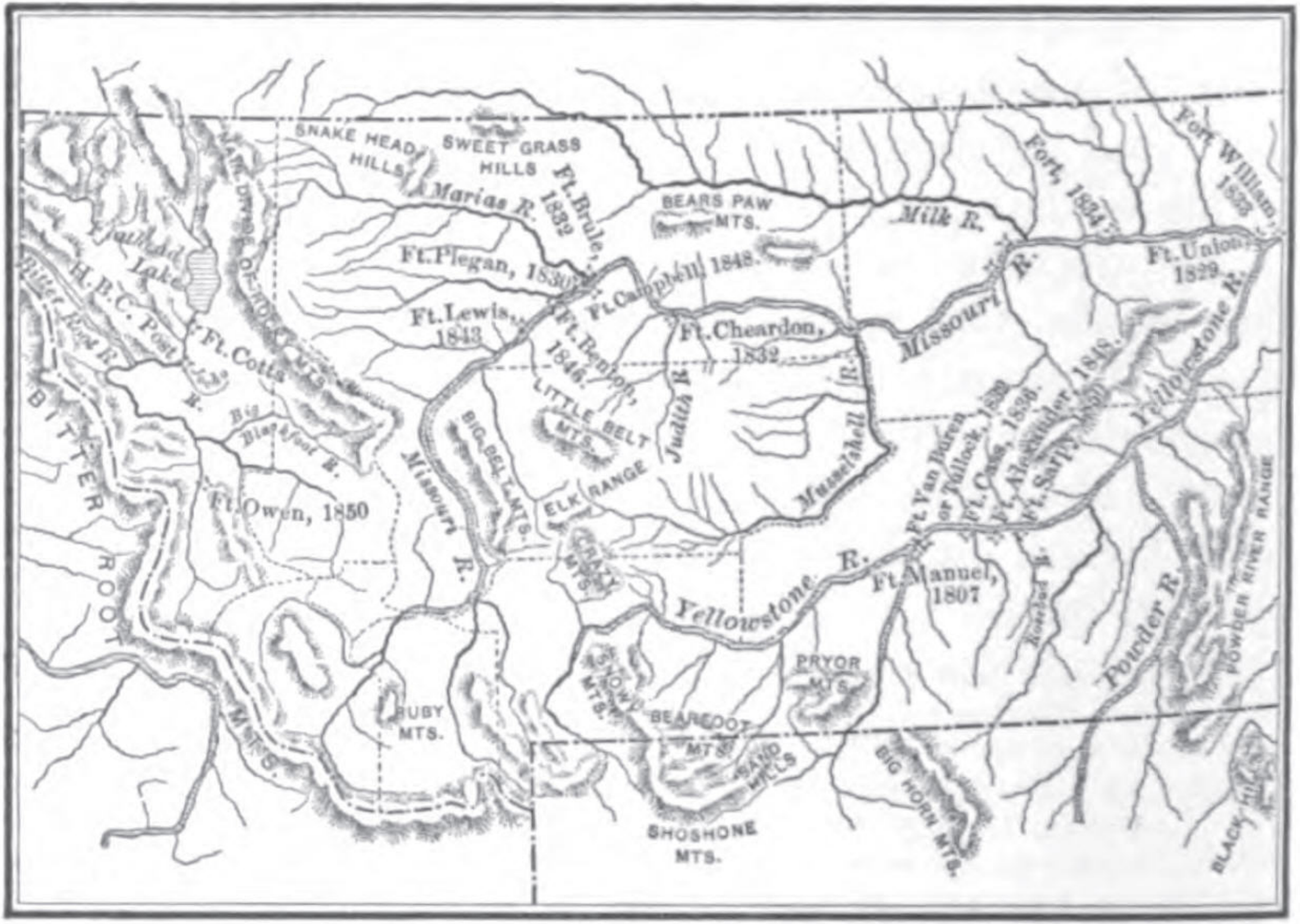
even for the mountains. On the 30th he left Fort Owen for Walla Walla, having warmer weather, but finding more snow from Thompson prairie on Clarke fork to Lake Pend d'Oreille than in the Rocky Mountains, and arriving at Walla Walla on the 2d of March.

Meantime Stevens had gone to Washington city to advocate the building of the Northern Pacific railroad and the construction of a preliminary wagon-road

FINLEY'S MAP, 1826.

from Fort Benton to Fort Walla Walla. On receiving the reports of Grover and Mullan the following spring, he directed Mullan and Doty to continue their explorations, and their efforts to promote peace among the natives, especially between the Blackfoot and Flathead tribes. Of the temporary failure of the scheme of a wagon-road, through the combination of the southern tribes for war in 1855, the narrative has been given. After the subjugation of the natives, Mullan was permitted to take charge of this highway, which played its part in the early history of the settlement of Montana, and its trade and travel. The road was first advocated as a military necessity to

Digitized by Google



Trading Forts, 1807–1850.

Fort Benton were thirty or forty persons of different nationalities, such as attach themselves to fur companies.[9]

At the Blackfoot agency, established in 1858 on Sun River, by Alfred J. Vaughn, agent for that tribe, were a few persons.[10] On the west side of the Rocky Mountains, in Missoula county, Washington, were over two hundred persons, inclusive of the mining, trading, missionary, and other classes. Of these Deer Lodge Valley had about seventy.[11] Already a town

of 500 or 600 acres of land. Another settler in the Gallatin Valley this year was John E. Reese, born in Wales, Jan. 12, 1819, who immigrated to New York in 1856, and settled on a farm in Pa, where he remained but 2½ years, when he went to Salt Lake. In 1862 he found himself in Bannack; but choosing farming instead of mining, he settled 15 miles north of the present town of Bozeman, having no neighbor nearer than 7 miles. He married Mary Davis in 1840, who was the first and for some time the only white woman in his section. He owns 240 acres well cultivated, and some horses and cattle.

Robert P. Menefee, born in Mo., in 1833, went to Kansas at the age of 22 years, and was engaged in the political struggle there from 1855 to 1858, when he went to Utah, driving an ox-team. While in Salt Lake he was clerk for Gilbert Garrison. In Oct. 1862 he went to the mines at Bannack. When Virginia City arose he was postmaster from Aug. 1864 to Feb. 1865. He then remained for a few months in Deer Lodge Valley, returning in the autumn. He took some land in Gallatin Valley in 1867, together with John S. Mendenhall, whom he bought out in 1870. There also resided on a farm near Bozeman, Riley Cook, a young man whose parents emigrated from the east to Boisé Valley in 1862. He was born the following year, being one of the first, if not the first native of Idaho of white parentage. He lived there on a farm until 1881. James Redford was a native of Ireland, who immigrated to America in 1851, at the age of 21 years, and located himself in Pa, where he worked at common labor until 1855, when he went to Kansas, Nebraska, and Colorado in succession. He drove freight teams across the plains two seasons, then engaged in mining in Colorado. In 1862 he came to Bannack with a mule-team, locating himself at Bivens gulch and mining for 11 or 12 years. In 1864 he married Julia Edwards. They had 10 children, and owned 240 acres in the head of Jefferson Valley, where they engaged in raising horses and cattle.

[9] Andrew Dawson was agent in charge; George Stull and M. Carroll, chief clerks; Hunick, sub-clerk; Henry Bostwick and Francis Veiele, interpreters; Benjamin De Roche, Joseph Spearson, Charles Choquette, Peter Choquette, Michael Champagne, and Henry Robert, interpreters and traders; Vincent Mercure and Joseph Laurion, carpenters; John Nubert, tailor; Henry Martin, blacksmith; George Weipert, tinner; Paul Longleine, overseer of workmen; Antoine Burdeau, Clement Cournoya, Charles Cournoya, Charles Cunand, Edward Cunand, Milton Foy, Joseph Hule, William Keiser, John Largent, Joseph Lucier, William Truesdale, Isaiah Tremblez, employés; Daniel Carafel, a free man; Philip Barnes and Henry Mills, negro employés; James Vanlitburg, negro cook. *Con. Hist. Soc. Montana*, 347–8.

[10] The agent at this time was Henry W. Reid. The farmer was J. A. Vail, whose wife and sister-in-law, Miss O'Brien, were the only white women resident in Montana previous to 1862. Another person on Sun River was James M. Arnoux.

[11] Gold Creek had Thomas Adams, Reese Anderson, A. Cook, Stephen Fernier, Joseph Howard, Mrs Hewins, Peter Kishner and partner, Linn,

But that did not prevent the legislature from passing a bill at the session of 1871–2 changing the time of the election of his successor to 1872, thereby shortening his term to one year. Congress, as it happened, passed a bill changing the time of election of representatives and delegates to the 43d congress to the first Monday after the first Tuesday in November 1872, so that the Montana act was partly shorn of its force. In opposition to his better judgment, those who desired his reëlection persuaded him to run a second time in 1872, when he was defeated by the well-organized democratic party, and Martin Maginnis[21] elected by a majority of about three hundred.

The extra pay of the legislature had been abolished and forbidden by congress, which paid all the legislative expenses. An obstacle was thus removed, and in March 1873 Governor Potts issued a proclamation calling an extra session for the 14th of April, the nominal excuse for which was the imperfections in the laws passed at the late regular session, but the real reason for which was that there existed in Montana a numerous faction, or ring, who were determined in their efforts to inveigle the taxpayers of Montana, already overburdened with debt, into pledging the faith of the territory to build a rail-

restored. He secured 6 new post-routes and 20 post-offices. He drew up and had passed the national-park bill, setting apart 50 miles square to the use of the nation forever. N. G. Langford was made superintendent, and put to laying out roads. He secured 3 national banks, 1 at Helena, capital $100,000; 1 at Deer Lodge, capital $50,000; and 1 at Bozeman, capital $50,000. He secured an assay office for Helena with an appropriation of $50,000; and another appropriation of $5,000 to pay for the printing of the laws of the 7th session of the Montana legislature; half that amount to pay a deficiency in settling with the printer of the laws of the 5th session; and an additional appropriation for the survey of the public lands. He procured the amendment giving the governor power to appoint in recess. He assisted in amending the quartz law of the territory, giving those who performed a certain amount of labor upon their claims a patent to the same. He procured an amendment to the organic act empowering the legislature to incorporate railroads. He secured the privilege of having all territorial offices filled by persons domiciled in the territory, excepting U. S. judges, Indian agents, and superintendents. He had the courage to refuse to do something which he was requested to perform, but never lost a single advantage to Montana through neglect or incapacity. Claggett was formerly of Nevada.

[21] Maginnis was a worthy successor to Claggett, and secured many benefits to the territory. He was in congress continuously for ten years.

Google

road which was to enrich them if it ruined the commonwealth. There had been much discussion of the question of the legality of a tax levied for such a purpose, some of the journals taking strong ground against it,[22] on the side of the people.

The governor in his message gave a statement of finances, showing an increase of debt in sixteen months of over $29,000, which he did not hesitate to say was due to the "extravagant expenditures of the last legislative assembly, which reached nearly the sum of $45,000;" or to tell them that the finances of the territory had been so managed by the law-making power as to give little hope for its future.

[22] The *Deer Lodge New Northwest*, republican, edited and owned by James H. Mills, was unremitting in defence of the people's interests. The *New Northwest* was established July 9, 1869, at Deer Lodge. It was an 8-column journal, and ably conducted, without being radical. The journalism of Montana was for the most part conducted with dignity, ability, and considering their remoteness from the great world, with success. The *Montanian*, first published at Virginia City by Joseph Wright and L. M. Black, July 12, 1870, was a democratic journal. Wright left in August 1871, when G. F. Cope conducted it for two years. Cope sold it to a joint-stock company, H. N. Blake being editor, who resigned on being appointed district judge, and was succeeded by H. T. Brown. It was at last sold to the *Madisonian* in 1876. The Bozeman *Avant-Courier*, democratic, was founded Dec. 15, 1871, by Joseph Wright and L. M. Black, with J. W. Allen associate editor. In 1874 Black, desiring to change the policy of the paper, and Wright's lease having expired, made a new lease to J. V. Bogert without giving Wright notice. This caused the seizure and suspension of the *Courier*, from September 25th to November 13th, when Wright, having secured other material, resumed its publication. It was published semi-weekly in 1876, but only for a short time. In February 1877, the paper passed into the hands of W. W. Alderson, J. V. Bogert, republican, associate editor. The *Courier* was the pioneer journal of eastern Montana, to whose development it was devoted. The Helena *News Letter* was started in Feb. 1869. The *Missoula Pioneer*, democratic, was established in 1871 by the Pioneer Publishing Company, at Missoula City, in Missoula county, and was devoted to the development of western Montana, Leonidas Boyle and W. J. McCormick, editors. Frank M. Woody and T. M. Chisholm purchased the paper in 1873, and changed its name to *Missoulian*. Chisholm sold his interest the same year to W. R. Turk. The *Madisonian*, published at Virginia City in Sept. 1873, was a political democratic journal, edited by Thomas Deyarman, sheriff of Madison county. When the *Montanian* discontinued, it purchased its material and good-will. The *Rocky Mountain Husbandman*, devoted to the agricultural development of the country, was started in Nov. 1875, by R. N. Sutherlin, at Diamond City, in Meagher county. The *Tri-Weekly Capital Times*, established in Sept. 1869 by Joseph Magree, S. P. Basset, and I. H. Morrison, at Virginia City, was a democratic journal, 6-column sheet. On June 1, 1870, it was transferred to the charge of William T. Lovell and Joseph Wright, who subsequently published the *Montanian*. The *Bozeman Times*, another democratic newspaper, was established in 1875 by Henry C. Raleigh and F. Wilkinson, edited by E. S. Wilkinson. It was a 7-column paper, devoted to democracy.

Digitized by Google

The public debt was in excess of half a million of dollars, which the territory, being possessed of great resources, might pay, but which should not be increased. This advice came after congress had applied the remedy, by prohibiting extra compensation from the territorial treasury, and advancing the pay of the legislators to a compromise between penury and extravagance. The governor recommended legislation which should prevent the sheriff of Madison county charging $222 for taking a convict to the penitentiary at Deer Lodge, a distance of 120 miles, and similar unnecessary wastefulness of the public money,[23] without taking into account that to hold offices and spend the people's money freely were prerogatives of the party dominant in Montana at that time, with which they could never be persuaded to part voluntarily.

On the proposition to vote county bonds to aid in constructing a railway from the Central Pacific to Helena, the governor had an opinion decidedly unfavorable to the project, which he pronounced suicidal. As to the legality of imposing a tax for such a purpose, he held that taxes must be imposed for a public and not for a private purpose; and that when taxation was prostituted to objects not connected with the public interests, it became plunder. Some of the governor's suggestions with regard to retrenchment were carried out; but the railroad bill, the main object for which an extra session had been brought about, was passed and approved by the governor, namely, "A bill for an act enabling and authorizing any county or counties within the territory of Montana to aid in the construction of a railroad, and to subscribe to the capital stock of the same."[24]

[23] The county of Deer Lodge paid the sheriff during the previous year $7,355 out of its treasury, in addition to the fees of the sheriff paid by litigants in civil causes. The sheriff of Gallatin county received $2,671 in the same way; the county assessor $3,843; the clerk and recorder $1,947 each—all of which was in addition to their proper fees. The aggregate debt of those counties was $97,000. The amount paid for salaries in Gallatin in 1872 was $32,736.62. Message of Gov. Potts, in *New Northwest*, April 19, 1873.

[24] The council of the extraordinary session was composed of G. W. Staple-

By this act it became lawful for the county commissioners of any county to submit to any incorporated company a proposition to subscribe to the building of a railroad from the Union Pacific, the Central Pacific, or the Utah Northern into or through the territory of Montana, not exceeding twenty per cent of the taxable property of the county; but upon condition that Madison, Jefferson, and Gallatin counties should subscribe fifteen per cent, two per cent to be paid as soon as the road reached those counties, and thirteen per cent when it should be completed. A similar proposition should be presented to the other counties, with the difference that the amount to be subscribed was ten per cent in Meagher and twenty per cent in Lewis and Clarke counties, with other provisions, the chief of which was that an election was to be held, at which the people should vote upon the question of subsidy, yes or no.[25]

ton, president, E. T. Yager, John Owen, W. B. Dance, W. E. Bass, D. P. Newcomer, Robert Lawrence, Robert Fisher, Seth Bullock, J. C. Stuart, S. J. Beck, and Owen Garrigan, with one vacancy; clerks, A. M. S. Carpenter, R. W. Hill, A. J. Davidson, W. G. Barkley; sergeant-at-arms, James Cadigan; door-keeper, H. J. Johnson. House of representatives, John H. Rodgers, speaker, E. D. Aiken, James M. Alger, Joseph A. Brown, Alexander Carmichael, W. A. Chessman, George S. Coleman, Otho Curtis, Isaac Dean, A. Dusold, Benjamin Ezekiel, R. K. Emerson, Joseph W. Hartwell, Curtis L. Harrington, F. George Heldt, James Kennedy, J. C. Kerley, Samuel Mallory, Christian Mead, George W. McCauley, C. C. O'Keefe, Isaac S. Stafford, Wilbur F. Sanders, C. W. Sutton, Carey M. Tate; clerks, W. W. Chapman, E. H. Hurley, L. Hawkins; sergeant-at-arms, W. T. Shirley; door-keeper, L. B. Bell. *Mont. Jour. House*, extra session, April 14 to May 8, 1873.

[25] *Missoulian*, May 16, 1873. A bill introduced by W. F. Sanders called for a subscription by counties to the amount of $2,300,000, they giving bonds payable in 30 years, with 7 per cent interest, to be paid semi-annually, which failed to pass. The one which passed was a substitute. When Claggett was in congress he was importuned to secure a right of way across the public lands for any railroad companies, and to secure money to pay for the extraordinary session. He managed the matter adroitly. He would not ask for the money until a bill he had introduced granting right of way, and requiring a two-thirds vote of the tax-payers to authorize a county or municipal subsidy, should have passed. Should congress pass the bill, Montana would be safe, and he would do his best to get an appropriation for the extra session. This diplomatic course was the origin of the substitute bill. But the U. S. senate did not favor aiding railroads in the territories, and the right-of-way bill was not passed. Claggett did, however, secure an amendment to the organic act empowering the legislature to incorporate railroads, which could do no harm under the restriction of the right-of-way bill. The bill finally passed, in March 1875, and his successor secured $20,000 appropriation to pay the expenses of the extra session.

The failure to secure a grant from congress of a right of way for railroads across the public lands, and the disinclination of the people to be any more heavily taxed than they were, kept the question from being put to a vote before the eighth session of the legislature, occurring in January and February 1874.[26] From the message of Governor Potts, it is evident the Montana law-makers had not much amended their habits of extravagance.[27] The reforms recommended by the executive had not yet reached county commissioners, whose per diem was ten dollars; nor sheriffs, who received three dollars a day for subsisting prisoners in jail; nor prosecuting attorneys, who received three thousand dollars per annum. Under the existing law the cost of collecting taxes was four times greater than in the states east of the Missouri. Only two counties had paid any of their indebtedness the last year, Deer Lodge and Beaverhead. All the other counties had increased their debt, Lewis and Clarke owing $148,550.39; and in Meagher county the commissioners had refused to levy a school tax of three mills, their economy beginning by closing the public

[26] The new members of the council were R. E. Arick, O. B. Barber, A. H. Beattie, Charles Cooper, J. J. Davis, and L. R. Maillet. The lower house was the same as in 1873, except a new member, J. M. Arnoux. Clerks of the council, A. M. S. Carpenter, Robert W. Hill, T. E. Collins, W. B. Morrison; sergeant-at-arms, J. E. Allen; door-keeper, J. M. Castner. Clerks of the house, A. H. Barrett, W. W. Chapman, E. P. Owens, S. Hughes; sergeant-at-arms, George Broffy; door-keeper, George Linder. *Mont. Council Jour.*, 8th sess., 3.

[27] In his message to the 8th legislature, the governor made the plain statement that in his first message he had recommended the repeal of the law granting extra compensation to U. S. officers and legislators out of the territorial treasury, but that his advice had been disregarded, except as to the U. S. judges, and that the sum of $32,614.80 was drawn from the treasury of Montana and paid to that legislature; and at the close of that session, 1871-2, $201,000 had been paid by the territory, under the law granting extra compensation, since the assembling of the first legislature. This fact, and the rapid increase of the debt by the law-making power, had caused him to ask the interposition of congress to annul the extra-compensation laws; and he had accompanied his request with an abstract of the financial condition of Montana, which produced the desired result in the passage of a law of congress prohibiting the passage or enforcement of any law by a territorial legislature by which officers or legislators should be paid any compensation other than that provided by the laws of the United States. *U. S. Statutes at Large*, vol. xvii. 416. Under this law Montana had expended $41,350.21 less in 1873 than in 1872, and warrants had advanced 10 cents on a dollar in consequence.

Digitized by Google

schools.[28] These revelations did not prepare the people to regard favorably any scheme which should increase their burdens, and for the time railroad legislation was interrupted.

Meantime a lively interest was felt in the subject of transportation, and much discussion was being had in the public prints as to which route should have the preference. The Northern Pacific, dear to the people of Montana from a sentiment dating back to the days when the United States senate debated a route to China via the mouth of "the Oregon River," and now plainly a necessity of this commonwealth to open up a vast extent of rich mineral and agricultural lands, was the first choice of the whole of eastern Montana; while the counties along the line of the projected extension of the Utah Northern to Helena would have liked, could they have afforded it, to see that road constructed.

After the passage of the right-of-way act of congress in March 1875, a railroad convention was held at Helena April 21st, at which, among other declarations, it was resolved that a committee of one from each county should be appointed to solicit propositions from the Northern Pacific, Utah Northern, Portland, Dalles, and Salt Lake, Union Pacific, and Central Pacific railroad companies, and to gather information bearing upon the subject of railroads. The only company which availed itself of the invitation extended by the convention to send commissioners to the legislature, which convened January 1876, was the Northern Pacific. This company appointed its vice-president, George Stark, and its chief engineer, W. Milnor Roberts, a committee to confer with the legislature relative to a plan by which their road could be extended from the Missouri, at Bismarck, to the Yellowstone River, and up the Yellowstone Valley two hundred or more miles, during 1876–7.

The result of this conference was that the North-

[28] Governor's message, in *Bozeman Avant-Courier*, Jan. 9, 1874.

Digitized by Google

ern Pacific accepted the loan of the credit of the territory in the sum of three million dollars, at eight per cent interest, secured by a lien upon the traffic of the road to and from Montana. An argument in favor of such a loan was that Montana expended annually in freights by the way of the Union Pacific, and by wagons from Corinne, a million of money, to which was added another half million on freights by the way of the Missouri River, and wagons from Benton. The reduction on the cost of freights would soon amount to three millions, if the people could be brought to deprive themselves temporarily of that amount. A similar proposition concerning the Utah Northern was also to be entertained if that company accepted, which it did not, saying that Montana was not able to help build two railroads, and they would wait the action of the people on the Northern Pacific proposition. The election for or against the subsidy was held in April 1876, and there proved to be a majority of only 248 against it.

For such an outcome the legislature[29] was prepared, and passed an act, vetoed by the governor and passed over his head, convening the next legislative body in January 1877. The ostensible reason for changing the time of meeting was to bring it nearer the time of election, as if to amend the election law were not a cheaper method of arranging this matter. Delegate Maginnis was notified to secure an appropriation from congress, and did so.[30]

[29] Members of the council at the 9th session were Asa Brown, president, J. Abascal, J. Allenbaugh, W. E. Bass, Ed. Cardwell, Philip Constans, W. E. Cullen, William Graham, W. O. P. Hays, James Hornbuckle, I. I. Lewis, B. H. Tatem, Thomas Watson; clerks, Harry R. Comley, G. E. Watson, Patrick Talent, H. C. Wilkinson; sergeant-at arms, Otis Strickland; door-keeper, P. H. Maloney. Members of the lower house were S. W. Langhorne, speaker, G. W. Beal, E. G. Brooke, J. C. Burkett, Alfred Cave, A. Carmichael, W. A. Chessman, T. H. Clewell, Otho Curtis, R. S. Ford, D. Kenneally, C. Mead, A. B. Moore, J. C. Moore, W. J. McCormick, J. H. McKnight, L. B. Olds, Brigham Reed, Louis Rotwitt, W. F. Sanders, Granville Stuart, John M. Sweeney, William E. Tierney, P. Woodlock, Samuel Word, F. L. Worden; clerks, A. H. Barrett, J. N. Heldt, N. H. Connelly, J. E. C. Kanouse; sergeant-at-arms, R. K. Emerson; door-keeper, J. N. Thompson. *Mont. Jour. Council*, 9th session.

[30] The council of the 10th session was composed of W. E. Bass, president,

The Northern Pacific having been disposed of, the Utah Northern now came forward with a proposition to the legislature in session in 1877, and offered to build 300 miles of narrow-gauge railroad within three years, 100 hundred miles a year, starting at Franklin, in Idaho, to a point as far north as the Bighole River, and to be called the Utah Northern Extension, for a subsidy of $5,000 per mile in bonds of the territory, to be placed in escrow in New York, to be delivered at stipulated times, and to draw interest at eight per cent per annum from time of delivery, that is, at the completion of every twenty miles.

The proposition to build to the Bighorn was made to carry the road near or to the national park. But it would in that case pass through a rough and elevated region, not likely to be soon settled if ever, and chiefly outside of Montana, and the legislature in framing a bill changed the route to Fort Hall, Idaho, thence to Pipeston, Jefferson county, Montana, to terminate at or to come to Helena. But no survey of any route had been made, and the bill also was very loosely drawn, leaving it to the railroad company to stop at any point by forfeiting fifteen per cent of the proposed subsidy. If the company accepted the terms proposed in the bill as passed by the legislature, it was to signify its acceptance on or before the 25th of March, and their acceptance or non-acceptance was to be announced by a proclamation from the executive office. Whether it was the change in the route, or

John B. Allenbaugh, Asa A. Brown, Philip Constans, W. E. Cullen, Robert Ford, W. O. P. Hays, I. I. Lewis, P. W. McAdow, Arimstead H. Mitchell, Benjamin H. Tatem, Edwin B. Waterbury, Thomas Watson; clerks, Harry R. Comly, Horace C. Lewis, David Marks, Henry C. Wilkinson; sergeant-at-arms, Otis Strickland; door-keeper, Thomas Daly. Members of the house were Alexander E. Mayhew, speaker, Edwin M. Batchelder, Henry B. Brainard, Walter F. Chadwick, Joseph Davis, James A. Dixon, Hugh F. Galen, Richard O. Hickman, Horatio S. Howell, Joseph A. Hyde, Frank C. Ives, Nicholas Kessler, Washington J. McCormick, James McElroy, Henry H. Mood, Benjamin T. Porter, Daniel P. Robbins, John C. Robinson, Louis Rotwitt, Junius G. Sanders, Wilbur F. Sanders, George Stell, William A. Thompson, Robert P. Vivian, Aaron C. Witter, Samuel Word; clerks, Anthony H. Barrett, Henry A. Lambert, Albert J. McKiernan, Clarence O. Ewing; sergeant-at-arms, Stephen Bynum; door-keeper, Daniel Farry. *Mont. Jour. Council*, 10th session.

Digitized by Google

whether the tone of the most influential newspapers in Montana foreshadowed to the company the failure of the measure at the election which would follow their acceptance, they made no sign on or before the 25th of March, and the proclamation of the governor immediately after announced the conclusion of all this scheming and legislation, which obviated the necessity of a subsidy election on the 10th of April.

The same year, however, the Utah Northern extended its line northward, changing its route to Snake River, through Marsh Valley and Port Neuf Cañon. In April 1879 the president of that company, Sidney Dillon, made a proposition to the governor of Montana to extend the road to the Montana line within the current year, and 130 miles into Montana within the year 1880, provided only that the legislature would, by act, exempt the road from taxation for a period of fifteen years. To be able to accept or reject this proposition, the governor issued a proclamation calling an extraordinary session, to convene on the 1st of July, and in his message strongly advocated the acceptance of the proposition,[31] the message being re-

[31] *Mont. Jour. Council and House*, 1879, 12–14. The reasons given by the governor for calling an extra session were, as stated in his proclamation, that the eleventh legislature had adjourned without making an apportionment of the territory for legislative purposes, as required by a recent act of congress, and as the safety of the inhabitants required such legislation as would enable them by armed organizations to protect themselves from Indian depredations, and as the late legislative assembly had failed to enact a law providing for the funding of the debt of the territory at a lower rate of interest than that being paid, and as serious errors appeared in some of the laws passed at the eleventh session, and many legitimate subjects of legislation failed of maturity at that session, therefore he reassembled them to do what should have been done at the regular session. Nothing was said about railroads, but the anti-railroad journals treated the governor's real design as if it had been proclaimed, and a resolution was introduced in the house censuring, or at least criticising, the executive for assembling them for reapportionment before a census had been taken, at a season of the year inconvenient for most of them, and in violation of a law of congress that no territorial legislature should be convened without an appropriation first having been made to defray the expenses. The resolution was referred to the judiciary committee, of which W. F. Sanders was chairman. His report is a fine piece of diplomatic writing—he being the head and front of railroad agitation — declaring that the legislative assembly was not a political convention, nor was it elected to criticise the management of the executive department of the government. It might memorialize, but it should not scold. If necessary, it might impeach officers created by it; but the resolution did not proceed to that length. It was inappropriate to be considered

Digitized by Google

ferred to a committee composed of J. A. Hyde, W. C. Gillette, and W. O. P. Hays, the two former, constituting a majority, reported in favor of the governor's suggestions, and the latter against them, upon the ground that the laws of the United States did not permit them to grant a special privilege to one company, which in this case they could not afford to extend to other roads, notably to the Northern Pacific, with its 30,400 square miles of land within the territory, besides its movable property when completed. Two bills were introduced, one to comply with the proposition of the Utah Northern, and another to empower the county of Lewis and Clarke to subscribe $300,000 in bonds to that road. In the former case, the law was absolute without being referred to the people; in the latter, it was subject to an election. Both met with much adverse argument, and both were finally defeated. The legislature adjourned on the 23d, having passed nineteen acts, among which were several tending toward a more economical use of the people's money than had heretofore been the practice of the legislators of Montana.[32]

or passed by the assembly, and it was recommended that it should not pass. This report silenced the murmur against the governor for doing for once, of his own volition, or at the instance of the railroad party, what they had always been ready to do when their pay was $12 a day for enacting laws which filled the pockets of their favorites. There being no money appropriated, nor any in the treasury, made all the difference, had not congress besides already been driven to reduce their pay to four dollars per diem, and forbidden them to take any pay from the territory.

[32] The council of the 11th and extraordinary sessions of 1879 consisted of Armstead H. Mitchell, president, Martin Barrett, William G. Conrad, Warren C. Gillette, Richard O. Hickman, Anton M. Holter, W. O. P. Hays, Joseph A. Hyde, Frank C. Ives, Richard T. Kennon, William Parberry, Junius G. Sanders, Oscar A. Sedman; clerks, Harry R. Comly, Hayden E. Riddle; sergeant-at-arms and door-keeper, Dennis C. Sheehy; chaplain, Rev. John Armstrong. The lower house was composed of Samuel Word, speaker, Samuel Barbour, Elizur Beach, William T. Boardman, Joseph J. Boyer, Edward G. Brooke, Samuel B. Cornick, Caldwell Edwards, James Fergus, John F. Forbis, Alfred B. Hamilton, C. L. Harrington, Joseph E. Marion, Washington J. McCormick, James McElroy, Henry H. Mood, John Noyes, William L. Perkins, John C. Robinson, Wilbur F. Sanders, George Stell, Granville Stuart, John M. Sweeney, James T. Thorpe, Enoch Wilson: clerks, James E. Kanouse, James W. Kemper; sergeant-at-arms and door-keeper, Daniel Searles; chaplain, Mahlon N. Gilbert. The bill reapportioning the territory for legislative purposes was vetoed by the governor because it violated the law of congress requiring the apportionment to be made according to popula-

Digitized by Google

ferred to a committee composed of J. A. Hyde, W. C. Gillette, and W. O. P. Hays, the two former, constituting a majority, reported in favor of the governor's suggestions, and the latter against them, upon the ground that the laws of the United States did not permit them to grant a special privilege to one company, which in this case they could not afford to extend to other roads, notably to the Northern Pacific, with its 30,400 square miles of land within the territory, besides its movable property when completed. Two bills were introduced, one to comply with the proposition of the Utah Northern, and another to empower the county of Lewis and Clarke to subscribe $300,000 in bonds to that road. In the former case, the law was absolute without being referred to the people; in the latter, it was subject to an election. Both met with much adverse argument, and both were finally defeated. The legislature adjourned on the 23d, having passed nineteen acts, among which were several tending toward a more economical use of the people's money than had heretofore been the practice of the legislators of Montana.[32]

or passed by the assembly, and it was recommended that it should not pass. This report silenced the murmur against the governor for doing for once, of his own volition, or at the instance of the railroad party, what they had always been ready to do when their pay was $12 a day for enacting laws which filled the pockets of their favorites. There being no money appropriated, nor any in the treasury, made all the difference, had not congress besides already been driven to reduce their pay to four dollars per diem, and forbidden them to take any pay from the territory.

[32] The council of the 11th and extraordinary sessions of 1879 consisted of Armstead H. Mitchell, president, Martin Barrett, William G. Conrad, Warren C. Gillette, Richard O. Hickman, Anton M. Holter, W. O. P. Hays, Joseph A. Hyde, Frank C. Ives, Richard T. Kennon, William Parberry, Junius G. Sanders, Oscar A. Sedman; clerks, Harry R. Comly, Hayden E. Riddle; sergeant-at-arms and door-keeper, Dennis C. Sheehy; chaplain, Rev. John Armstrong. The lower house was composed of Samuel Word, speaker, Samuel Barbour, Elizur Beach, William T. Boardman, Joseph J. Boyer, Edward G. Brooke, Samuel B. Cornick, Caldwell Edwards, James Fergus, John F. Forbis, Alfred B. Hamilton, C. L. Harrington, Joseph E. Marion, Washington J. McCormick, James McElroy, Henry H. Mood, John Noyes, William L. Perkins, John C. Robinson, Wilbur F. Sanders, George Stell, Granville Stuart, John M. Sweeney, James T. Thorpe, Enoch Wilson: clerks, James E. Kanouse, James W. Kemper; sergeant-at-arms and door-keeper, Daniel Searles; chaplain, Mahlon N. Gilbert. The bill reapportioning the territory for legislative purposes was vetoed by the governor because it violated the law of congress requiring the apportionment to be made according to popula-

Digitized by Google

The failure of the railroad bills did not have the effect to prevent railroad-building. The Union Pacific company could not longer defer competing with the Northern Pacific, which was now approaching the Montana territory with rapid strides. It therefore constructed ten miles of the Utah Northern within the limits of Montana before cold weather interrupted grading. In the following year it constructed 110 miles, and in 1881 reached Helena. With the opening of railroad communication a new era of prosperity, which had been slowly dawning since about 1876, greatly assisted the territory in recovering from its embarrased financial condition. This, together with the restrictions placed upon reckless expenditure by congress, and the faithful admonitions of Potts, who still held the executive office to the satisfaction of both political parties, finally accomplished the redemption of the territory. When the governor found that at the meeting of the twelfth legislature the several counties still owed an aggregate debt of $619,899.86, he pointed out over again that this exhibit did not sustain their boasted ability for local self-government,[33] and that it must deter immigration, and retard the admission of Montana as a state, recommending certain improvements in the laws regulating county affairs.

On the contrary, the improvement in territorial finances was encouraging, there being a net indebtedness remaining of only a little more than $20,000. Few reforms in county administrations were accomplished at this session,[34] and at the meeting of the

tion, and was made 'to answer the demands of locality alone.' The house refused to reconsider the bill, and it was lost.

[33] This reproach of the governor was aimed at a continual harping by certain papers on the tyranny of congress, and the greater prosperity of a territory which could be allowed to choose its officers, and manage its own affairs.

[34] The council of the 12th legislature was composed of 12 members, according to an act of congress of 1878, which ordered at the same time the reduction of the assembly to 24 members, and a new apportionment according to population. The members were Joseph K. Toole, president, E. D. Aikin, Joseph A. Browne, Edward Cardwell, R. S. Ford, W. O. P. Hays, J. B. Hubbell, William B. Hundley, J. C. Kerley, Armistead H. Mitchell, William W. Morris, Frank L. Worden; clerks, Harry R. Comley, Haden E. Riddle;

Digitized by Google

thirteenth legislature, in January 1883, the county indebtedness had reached the sum of $658,974.32, and this, while the assessed valuation of the territory reached the sum of $33,211,319.12.[35] The revenue for territorial purposes amounted to $90,863.47, and the treasury of Montana had a surplus of over $14,000 in its coffers.

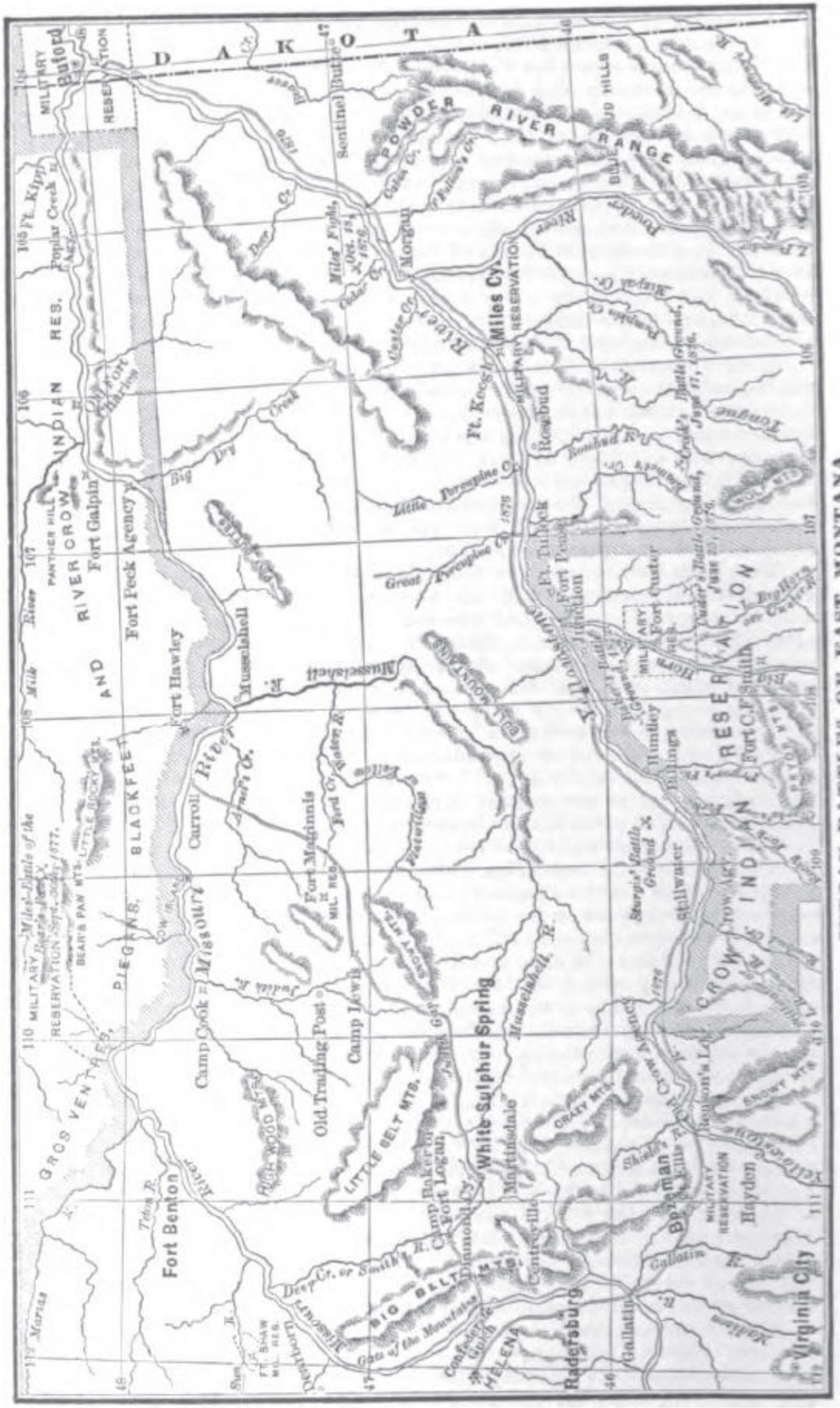
Here, at last, the territorial craft found clear sailing. With regard to the public institutions necessary to the peace, the penitentiary contained sixty-seven convicts, whose maintenance cost seventy-five cents a day, ten of whom earned fifty cents daily at contract labor. During the year 1884 the central portion of the penitentiary building was in process of erection. Fifty-six insane persons were provided for and treated at the public expense, by the contract system. The school system of Montana had reached a condition of much excellence, the schools being graded, and none but competent teachers employed. The population had increased to 40,000, and there was a renewed movement toward a state constitution. Just at this period, after more than twelve years of wise administration, Governor Potts was removed, and John Schuyler Crosby appointed to succeed him, who assumed office on the 15th of January, 1883, four days after the meeting of the legislative assembly.[36] Crosby

sergeant-at-arms, T. B. Harper; J. T. Mason chaplain. The house of representatives was composed of John J. Donnelly, speaker, Elizur Beach, John M. Bell, Henry N. Blake, Henry Chambers, Israel Clem, A. L. Corbly, William E. Cullen, W. D. Davis, Stephen De Wolfe, Amos Eastman, James H. Garlock, Michael Hanley, Curtis L. Harrington, Christian B. Houser, Robert G. Humber, Henry A. Kennerly, Henry M. Parchen, James K. Pardee, Jacob M. Powers, J. C. Rogers, Oscar A. Sedman, John Stedman, Enoch Wilson; clerks, James E. Kanouse, James N. Kemper; sergeant-at-arms, D. H. Linenbarger; chaplain, W. Scott Stites. *Mont. Jour. Council*, 12th sess., 3.

[35] The governor's message shows that the county of Lewis and Clarke paid by its commissioners $3,664.40 for about 4 months' work in assessing the property holders at the rate of 3 per cent per annum. The sheriff received $1.25 per day each for the board of prisoners; more than boarding-house keepers required of their patrons for first-class fare; and other abuses are mentioned. Yet the people go on to-day electing legislatures from the same party which for twenty years has persisted in these spoliations.

[36] The council of the 13th legislature was composed of the following members: Granville Stuart, president, Henry S. Back, W. E. Bass, Edward Cardwell, William A. Chessman, Charles G. Cox, Warren C. Gillette, Armis-

Digitized by Google


D A K O T A
Buford
MILITARY RESERVATION
POWDER RIVER RANGE
BLUE MOUND HILLS
Sentinel Butte
Miles' Fight, Oct. 19, 1876.
Morgan
Miles Cy.
MILITARY RESERVATION
Ft. Keogh
Rosebud
Battle Ground, June 17, 1876.
Crook's Battle Ground, June 25, 1876.
Little Porcupine Cy.
Great Porcupine Cy.
Ft. Tilden
Fort Pease
Fort Custer
Custer's Battle Ground, June 25, 1876.
Bullfrog on Custer
Hunter's Battle Ground
Hunter's Battle Ground
Hunter's Battle Ground

CHAPTER VI.

MINING AND CATTLE-RAISING.

1864–1885.

INFLUX OF PROSPECTORS—CONTINUED MINERAL DISCOVERIES—ALDER AND LAST CHANCE GULCHES—MINING ADVENTURES—SOME NOTABLE DISCOVERIES—HYDRAULIC MACHINERY—QUARTZ-MINING—TRANSPORTATION—ROUTES AND FREIGHTS—THE BUSINESS OF CATTLE-GROWING—RANGES—BRANDS—ROUND-UP—PRODUCT AND PROFIT—FURTHER MINING DEVELOPMENTS—CONDITION OF AGRICULTURE.

THE two primary elements of Montana's grand development were gold and grasses. In a rough country of apparently few resources, the discovery of Alder gulch, resulting in $60,000,000 of precious metal, which that ten miles of auriferous ground produced in twenty years,[1] was like the rubbing of an Aladdin lamp. It drew eager prospectors from Colorado, Utah, and Idaho, who overran the country on both sides of the upper Missouri, and east and west of the Rocky Mountains, many of whom realized, to a greater or less extent, their dreams of wealth.[2] The most im-

[1] *Strahorn's Montana*, 8; *Barrows' Twelve Nights*, 239.

[2] Among the discoveries of 1864 was the Silver Bow, or Summit Mountain district, on the head waters of Deer Lodge River. It was found in July by Bud. Barker, Frank Ruff, Joseph Ester, and James Ester. The name of Silver Bow was given by these discoverers, from the shining and beautiful appearance of the creek, which here sweeps in a crescent among the hills. The district was 12 miles in length, and besides the discovery claim or gulch, there were 21 discovered and worked in the following 5 years, and about as many more that were worked after the introduction of water ditches in 1869. The men who uncovered the riches of Silver Bow district were, after the original discoverers, W. R. Coggeswell, Peter Slater, Vernon & Co., C. Solomon, M. Johnson, Dennis Driscoll, J. Baker, Robert McMinn, Thomas Flood, W. R. Crawford, Sherman & Co., Henry Rust, M. Prettyman, Lester Popple, W. E. Harris, J. La Clair, L. Thayer, George Popple, A. M. Smith, C. S. Warren, James Beattie, George McCausland, Wolf & Cowan. From the gulches opened by these men was taken, between 1864 and 1869, $1,894,300.

portant discovery after Alder gulch was made by John Cowan, a tall, dark-eyed, gray-haired man from Ackworth, Georgia, who had explored for a long time in vain, and staked his remaining hopes and efforts on a prospect about half-way between Mullan's pass of the Rocky Mountains and the Missouri River, in the valley of the Little Prickly Pear River, and called his stake the Last Chance gulch.[3] From near the ground where Helena was located, in the autumn of 1864, John Cowan took the first few thousands of the $16,000,000 which it has yielded, and returned to his native state, where he built himself a saw-mill and was wisely content.[4] Hundreds of miners swarmed to Last Chance, and by the first of October the town of Helena was founded and named, and a committee appointed by citizens to lay it off in lots and draw up a set of municipal regulations suited to the conditions of a mining community.[5] From its favorable

Of the gulches, which lay too high to be worked before the completion of the Pioneer and Rocker ditch in 1870, the discoverers were: W. E. Vernon, John W. Baker, Nelson Everest, Charles S. Warren, Michael Moran, John Hanifin, Benjamin Vener, Eugene Boiteaux, William Barry, Thomas Smith, H. H. Alstreadt, Earl Gower, John Barrick, Levi Russell, John Sheppard, L. W. Burnett, John M. Killop, 'Arkansaw,' H. H. Porter, L. Griswold, Charles Rures, Sidney Dinnon, Vernon & Co., Thomas Burden, H. J. Mattison, Charles Noyes, Gower & Co., Crane & Lynch. Total number of claims in the district in 1869 was 1,007. There were at this time 7 ditches in the district from 1 to 20 miles in length, aggregating 53 miles, with a total capacity of 3,100 inches of water, constructed at a cost of $106,000. *Deer Lodge New Northwest*, Nov. 12, 1869.

[3] R. Stanley of Attleborough, Nuneaton, England, was one of the discovery party. John Crab and D. J. Miller were also of the party. They had come from Alder gulch, where no claims were left for them. They encamped in a gulch where Helena was later placed, but not finding the prospect rich, set out to go to Kootenai. On Hellgate River they met a party returning thence, who warned them not to waste their time. So they turned back, and prospected on Blackfoot River, and east of the mountains on the Dearborn and Maria rivers, until they found themselves once more in the gulch on the Prickly Pear, which they said was 'their last chance.' It proved on further trial to be all the chance they desired. Stanley, in *Helena City Directory*, 1883–4, 47–8.

[4] John Sloss, killed by Indians in 1866, on the Dry fork of Cheyenne River, is also called one of the discoverers of Last Chance gulch.

[5] George P. Wood, says the *Helena Republican*, Sept. 20, 1866, was the only one of the committee who ever attempted to discharge the duties of his office—an unpaid and thankless service. If Helena shows defects of grade and narrowness of streets in the original plan, it could not be otherwise in a town hastily settled, without surveys, and necessarily conforming to the character of the ground. And, as has frequently been the case, a spring of

Digitized by Google

situation with regard to routes of travel, and other advantages, Helena became a rival of the metropolis of Alder gulch—Virginia City.

Following rapidly upon the discovery of Last Chance gulch were others of great richness, as the Ophir and McClellan,[6] thirty miles from Helena,[7] on the west side of the Rocky Mountains, the Confederate, east of the Missouri River and south-east of Helena, and others.[8]

water determined the question of the first settlement. After the Helena Water Company had constructed a system of water-pipes leading to the more level ground, which it did in 1865–6, the town rapidly followed in that direction. A ditch leading from Ten Mile Creek to the mines below town caused a spreading-out in that direction. Hence the irregularities in the plan of Montana's capital.

[6] Named after John L. McClellan, the discoverer. Blackfoot City was located on Ophir gulch, discovered by Bratton, Pemberton, and others, in May 1865. In 1872 it had been abandoned to the Chinese.

[7] Helena was located on Dry gulch, which could not be worked until ditches were constructed. Oro Fino and Grizzly gulches were joined half a mile above the town, forming the celebrated Last Chance. Nelson's gulch headed in the mountains, and ran into Ten Mile Creek. South from these were a number of rich gulches running into Prickly Pear River. *Helena Republican*, Sept. 15, 1866.

[8] For 150 miles north and south of Helena, and 100 east and west of the same point, mines of exceeding richness were discovered in 1865 and 1866. First Chance gulch, a tributary of Bear gulch, in Deer Lodge county, yielded nearly $1,000 a day with one sluice and one set of hands. New York gulch and Montana bar, in Meagher county, were fabulously productive. Old Helena residents still love to relate that on the morning of the 18th of August, 1866, two wagons loaded with a half-ton each of gold, and guarded by an escort of fifteen men, deposited their freight at Hershfeld & Co.'s bank, on Bridge street, this treasure having been taken from Montana bar and Confederate gulch in less than four months, by two men and their assistants. And Helena bankers are still pleased to mention that in the autumn of 1866 a four-mule team drew two and a half tons of gold from Helena to Benton, for transportation down the Missouri River, most of which came from these celebrated mines in one season, and the value of which freight was $1,500,000. The train was escorted by F. X. Beidler and aids. The treasure belonged to John Shineman, A. Campbell, C. J. Friedrichs, and T. Judson. *Helena Republican*, Sept. 1. 1866; W. A. Clarke, in *Strahorn's Montana*, 9.

As a memento of early days in Montana, I will cite here some of the nuggets which rewarded the miner's toil in the placer-mining period. In Brown gulch, 5 miles from Virginia City, the gold was coarse, and nuggets of 10 oz. or more were common. *Virginia and Helena Post*, Oct. 9, 1866. In 1867 a miner named Yager found in Fairweather gulch, on J. McEvily's claim, a piece of gold, oblong in shape, with a shoulder at one end, and worn smooth, weighing 15 lbs 2 oz. *Virginia Montana Post*, May 18, 1867. From McClellan's gulch, on the Blackfoot River, $30,000 was taken from one claim in 11 days, by 5 men. From a claim, No. 8, below Discovery claim, on the same gulch, $12,584 was taken out in 5 days. The dirt back of Blackfoot City paid from 20 c. to $140 to the pan. *Helena Republican*, Aug. 26, 1866. From Nelson's gulch, at Helena, were taken a nugget worth $2,093, found on Maxwell, Rollins, & Co.'s claim, and one worth $1,650 from J. H. Rogers' claim. From Deitrick & Brother's claim, on Rocker gulch, one worth

Digitized by Google

It will be seen that with so large a stream of gold pouring out of the country, with a diminishing popu-

$1,800; and on Tandy's claim three worth $375, $475, and $550, respectively. Almost every claim had its famous nugget. Mining ground was claimed as soon as discovered, and prospectors pushed out in every direction. New placers were found from the Bitterroot to the Bighorn River, but none to excel or to equal those of 1863 and 1864.

The discovery of quartz-ledges was contemporaneous with the discovery of Bannack placers in 1862. A California miner remarked, in 1861, that he counted 7 quartz lodes in one mountain. *S. F. Bulletin*, Aug. 28, 1861. The first lode worked was the Dakota, which was a large, irregularly shaped vein carrying free gold, varying from three to eight feet in thickness, trending north-west and south-east, dipping to the north-east, and situated in a bald hill near Bannack. Its owners were Arnold & Allen, who proceeded to erect a mill out of such means as were at hand, the iron and much of the wood being furnished by the great number of wagons abandoned at this point by the Salmon River immigrants before spoken of. Out of wagon-tires, in a common blacksmith's forge, were fashioned six stamps, weighing 400 pounds each. The power used was water, and with this simple and economical contrivance more gold was extracted than with some of ten times the cost introduced later.

The first steam quartz-mill was put up in Bannack in 1863, by Hunkins. Walter C. Hopkins placed a steam-mill on No. 6 Dakota, in August 1866. The Bullion Mining Company of Montana owned a mill in 1866, with 3 Bullock crushers, and placed it on the New York ledge, Keyser manager. The East Bannack Gold and Silver Mining Company owned a mill in 1866, placed on the Shober ledge; managed by David Worden. The Butterfield mill, and Kirby & Clark mill, were also in operation near Bannack in 1866; and N. E. Wood had placed a Bullock patent crusher on Dakota No. 12, for the New Jersey Company.

Under the first quartz-mining law of Montana, 100 feet in length constituted a claim. The second legislature changed this to 200 feet along the lode, with all the dips, spurs, and angles, and 50 feet on each side of the lode for working purposes; but 1,000 feet of ground might be taken in each direction along the lode for the same uses. *Montana Scraps*, 39. The person discovering a lode was entitled to one claim for the discovery and one by preëmption.

In September 1864 James W. Whitlatch, born in Pa, not much cultured in book-knowledge, but with great shrewdness and an indomitable will, who had become acquainted with mining and milling ores in Nevada and Colorado, was looking for a quartz location, having prospected in several districts before he came to Prickly Pear, where he tried working some silver-bearing galena ores which proved intractable from the presence of copper and antimony. The expenditure, in a country of high prices, reduced his exchequer to naught, and he sought Last Chance gulch, there to encamp for the winter with eight companions. The placers were paying enormously, and believing that quartz is the mother of placer gold, he began searching for the veins. In this search he was assisted by his eight messmates, who, having less faith, and desiring to test their fortunes in the placer diggings, bound him to an agreement to give up the pursuit if at the close of a certain day of the month he had not found his bonanza. The day was drawing to a close, and his companions had returned to camp, when Whitlatch caught sight of a fragment of quartz, which on being broken open by his pick showed free gold. It was with a quickened pulse that he struck it into the earth and uncovered the long-sought lode.

This was the famous Whitlatch mine. In order to work it, a company was formed of succeeding claimants, called the Whitlatch Union Mining Com-

Digitized by Google

lation, with no exports except the precious metals and a few hides and furs, and with a recklessly extrava-

pany. In 1864–5 there was taken out a good quantity of ore worth on an average forty dollars per ton, and in Sept. 1866 the mill of the National Mining and Exploring Company commenced crushing it, followed by several others which were erected in this and the following year. These were the Turnley, Hendie, Sensenderfer & Whitlatch, and Ricker & Price mills, the first 2 erected in 1866. *Virginia Montana Post*, Dec. 25, 1867. Over 32,000 tons were worked before the close of 1867, yielding $1,001,500. The cost of mining and milling ores in Montana at this period was enormous, being $7 per ton to get out the ore, and from $15 to $18 for crushing it, in gold, when gold was worth a premium of 100 per cent. The profit was therefore small, but such as it was, Whitlatch, with the true enterprise of a pioneer, devoted to the further development of his own and neighboring mines. I X L, owned by J. C. Ricker and M. A. Price, was claim No. 1 west of Whitlatch discovery claim. Whitlatch and Sensenderfer was claim No. 3 east and claim No. 3 west on the lode, from discovery, a half-interest in which was sold to Sensenderfer in June 1869, and a 30-stamp mill erected thereon. The property was resold to a Philadelphia company under the name of The Columbia Mining Company of Montana, managed by B. H. Tatem. Claim No. 4 east was owned equally by this company and by E. Mansfield & Co. Claim No. 2 east was owned by Mansfield and E. Hodson. The westward extension on the Union lode was called the Parkinson, and was owned by J. W. Whitlatch, J. Parkinson, W. Parkinson, and C. McClure. On the extension, the Essex Mining Company, composed of Thomas Parkinson, W. Parkinson, Thomas Argyle, and C. McClure, owned 1,800 feet. They received a patent for the ground from the U. S., the first granted in Montana under a law of congress concerning quartz claims. The mill site included 10 acres on Grizzly gulch, ¼ mile from the mine. More fortunate than many other men of his class, he secured a fortune for his own uses.

The discovery of the Whitlatch lode led to a quartz excitement, not only about Helena, but in every other part of Montana. The Cliff was a promising lode at Helena, discovered by Worden and Hall, on which 18 claims were located, 9 of which were consolidated in one company known as the Crœsus Mining Company. The crevice of the Cliff was from 20 to 200 feet wide, and it rose in many places 30 feet above the surface. It formed a dividing line between the slate and granite formations. It crossed the gulches in the vicinity of Helena, all of which paid well below it, and none paid above it, from which it would appear that it must have been the source of their riches. The Owyhee Park mines also were famous in 1866. Professor Hodge was agent of the National Mining and Exploring Company of New York, which owned them. Turnley's mill commenced running on the ores in the latter part of August 1866. *Helena Republican*, Sept. 1, 1866. Hodge and his son Russell were indicted in January 1867 for killing George Moore because he took timber from the company's land. *Virginia Montana Post*, Feb. 2 and March 9, 1867. The Bullion Mining Company, of Nilson's gulch, commenced crushing their ores in November 1866. The Sultana, at the head of Grizzly gulch, had a ten-stamp mill erected by J. Gormley & Co. at work in November also. It was erected by Richard Fisher. His partner, Clifford, was superintendent for a New York company which owned 5 mills in Georgia before the rebellion. The property being confiscated, Clifford migrated to Colorado, and mined there for 5 years before coming to Montana. Among other mines partially opened in 1865 near Helena was the Uncle Sam, owned by a miner from Scotland named Brown, who had formerly worked on the Gould and Curry lode of Nevada. This mine was said at the period of its discovery to be the richest in the known world, being a well-defined ledge five feet wide, three fourths of which was pure gold, and the remainder principally bismuth. The quartz casing containing the vein, it was stated, would

gant system of government, Montana must be brought to comparative poverty, or at all events, was no better

assay from $500 to $2,000. Making every allowance for over-enthusiasm, the Uncle Sam was undoubtedly a mine of very unusual richness, with one of those bonanzas at the top which have not been altogether unknown in other mines.

While quartz-mining was being followed with so much earnestness in the regions of Bannack and Helena, it was being prosecuted also in the neighborhood of Virginia City. In Summit district, five miles south of the then capital of Montana, four mills were running on ores from the mines in that vicinity. In Hot Springs district, 30 miles north of Virginia City, were three others. Idaho mill was the first in Madison county, and began pounding ore with 12 stamps in Dec. 1865. It was not successful, being replaced by another little more than a year later. *Virginia Montana Post*, Dec. 30, 1865. The following year Seneca Falls mill, in a large frame structure with excellent machinery, Scranton mill with a Dodge crusher, in a stone building, and Excelsior mill with 20 stamps, in a fine, large building, were added. In a gulch just below Summit was the Foster mill with 24 stamps, crushing ore from the Mesler lode. A 50-stamp mill was on its way from the east, in May, intended for Mill Creek mines in the same county. The owners were James A. Dowdall, Manlius Branham, and C. C. Branham. The first run was made on the Lady Suffolk lode. Two mills arrived in Summit in Oct., for Frank Chistnot, from Nebraska City, overland. The best known lodes of Summit district were the Yankee Blade, Lucas, assaying $2,000,000 per ton, Caverone from 15 to 40 feet in width, Oro Cache, and Keystone.

There was one belonging to Raglan, Cope, and Napton, a custom mill, and one to the Clark and Upson Mining Company, and of which Professor Eaton was the agent. *Helena Republican*, Sept. 13, 1866. The mines in the Hot Springs district which were worked at this period were the Cotopaxi, Gold Hill, Esop, Oro Fino, Sebastopol, Buena Vista, Poco Tiempo, Alpha, Cleopatra, Mark Antony, May Reid, Megatherium, Brooklyn, and Pony. The latter was the leading mine. *Virginia Montana Post*, Feb. 24, 1866. Several other mills and mines appear in 1867, owned by H. A. Ward, McAndrews, Warre & Co., Isaacs, and L. W. Borton. At Pipestone, a few miles north of Hot Springs, a mill was erected in 1866. At Fish Creek, a short distance south of Pipestone, the Red Mountain district was opened too late in the season for the introduction of mills.

North-east of and within about fifteen miles of Helena, on the east side of the Missouri, was the Trout Creek district, in which both mills and arastras were busily at work grinding and pounding out gold from rock of great richness, at a place called New York, on a creek flowing into the Missouri, with a Brooklyn on the opposite side, the two towns having a population of about 400. John A. Gaston, one of the first comers, and an Englishman, was associated with Simpson in a 30-stamp quartz-mill. Each stamp weighed 600 pounds, and dropped 35 times a minute, pounding 22 tons in 24 hours. It started up Aug. 28, 1866. A water-power mill, with an 11-foot overshot wheel, was located west of the steam-mill, and carried six 500-pound stamps, crushing a ton a day each. This was the pioneer mill of Trout Creek district, and belonged to Wessel & Wilkes, and started Aug. 25th. It had an arastra attached. Another water-mill was erected by Cullen, and a 20-stamp steam-mill by Hendrie & Cass, during the summer. An arastra belonging to Rumlay & Watrous consisted of a circular basin 12 feet in diameter, with 5 mullers, weighing in the aggregate 3,000 pounds. It reduced 1,000 pounds of ore in 6 hours, with one hand, and was run by water-power from an overshot wheel, 8 feet in diameter.

The Star of the West was the first ledge developed in this district. Seven tons yielded $387.50 in Wessell & Wilkes' arastra, at a total expense of $97.50. The Nonpareil, Grizzly, Alta, Excelsior No. 2, Little Giant, Zebra,

Digitized by Google

off than other new countries which were without gold mines. This, indeed, was her condition for a number

Chief of Montana, Hidbard, Trout, Keystone, Humboldt, Sampson, and Old Dad were more or less worked in 1866.

The mines, both placer and quartz, were discovered in January, by four hunters returning from an exploring expedition to Sun River. These men were Moore, Price, Ritter, and Spivy. The valley of Trout Creek was 2½ by 1¼ miles in extent. The stream furnished the famous New York and other gulches, and numerous bars. A rumor of rich discoveries at the mouth of Sun River, in the winter of 1865–6, drew a rush of prospectors in that direction in the months of January and February. Many were frozen to death, or had their hands and feet frozen. Five bodies were found in the spring. Most of the explorers returned disappointed. *Idaho World*, Feb. 24 and March 17, 1866. A large number of immigrants by the northern route (Fisk's train) stopped there in the summer, but abandoned that region in October. *Virginia and Helena Post*, Oct. 11, 1866. They also explored the Bear Paw Mountains. *Helena Republican*, Aug. 21, 1866.

In June 1866 both quartz and placer mines were discovered on Crow Creek, on the west side of the Missouri, nearly due west of the south end of the Belt Range of mountains, which has furnished so great a number of good mines on the east side. At this place the town of Radersburg was laid off in October, one mile from the road leading from Helena to Gallatin. The first lode found was the Blipp, by J. A. Cooper and George Beard. The Johnny Keating, by Keating and Blacher, Ironclad, Leviathan, Twilight, Nighthawk, Ohio, Ultramarine, Robert E. Lee, and 20 others were located during the summer. *Virginia Montana Post*, May 2, 1868. The district, a rich one, and Radersburg had, in 1868, 600 inhabitants. In the Silver Bow and Blackfoot regions quartz was being daily discovered. In December 1865 there had been discovered the Lioness, Rocker, Shamrock, Original, Alhambra, Wild Pat, Mountaineer, Polar Star, Lepley, Dewey, Arctic, Fairmount, and a host of others. Quartz was discovered near McClellan gulch by Henry Prosser and Charles Melvin, 1,000 feet of which sold for $10,000. This was the Glencoe mine. *Helena Republican*, Aug. 18, 1866. But there appear to have been no mills introduced west of the Rocky Mountains until later.

The first arrival of hydraulic machinery in Montana was in November 1865, when the Nelson Hydraulic Mining Company imported four engines of ten-horse power, throwing water eighty feet high, with iron piping and india-rubber hose extensions. Another powerful hydraulic machine was imported by N. G. McComb in September 1866, and put up on Zoller's bar, near Bannack. The construction of bed-rock flumes and extensive ditches was only just begun. There were 500 or more gulches in Montana which produced well, and about twenty that were remarkably rich. Some were soon exhausted, but a good number paid well for the introduction of improved means of mining. As early as 1867 there were over thirty-two miles of ditching at French bar, near Cañon ferry, east of Helena, and ninety-six flumes, the cost of which was $75,000, and was at that period the largest improvement of the kind in Montana. The Bowlder ditch, owned by McGregor, Metcalf, & Speigle of California, which supplied the mines around Diamond City, was five miles long, and cost $60,000. The excessive cost of the work was occasioned by having to use 1,716 feet of pipe in crossing Confederate gulch. *S. F. Alta*, March 23, 1868. The El Dorado bar ditch, north of French bar, was 4½ miles long, and cost $50,000; and many smaller ditches had been constructed east of the Missouri, whose aggregate cost was about a quarter of a million. The Ten-Mile ditch at Helena was completed in June 1867. It was built by Henry B. Truett, who came to Montana in 1866. Truett, born in Maryland in 1814, removed to Illinois, and worked a lead mine; thence to Cal. in 1849, where he made and spent a fortune. He operated in mining in Nevada, and from there went to Montana. A good citizen and courteous

of years, from about 1869 to 1873. But this period was not lost upon its permanent population. Those

gentleman. Died April 23, 1869, aged 58 years, leaving a family. *Virginia Montana Post*, April 30th. Deer Lodge county had, in 1869, nearly 300 miles of ditches, costing $498,000, and carrying an aggregate of 20,350 inches of water. *Deer Lodge New Northwest*, Aug. 27, 1869. A nine-mile ditch, carrying 2,500 inches of water, was completed to Norwegian gulch, in Madison county, in 1876, and similar expenditures will yet be made in some of the richer placer districts. A flume was completed to Confederate gulch in 1879. There had been one built in 1876, which a flood destroyed. It was rebuilt by the owner, James King. It was but one mile in length, but it was estimated that it would require 25 years of constant work to exhaust the ground controlled by it. *Helena Herald*, Nov. 18, 1879.

In mining countries the usual succession is, first placer gold, then quartz gold, and lastly silver mining. In Montana the discovery of gold and silver quartz was contemporaneous. The first experiments with silver quartz were made in the Blue Wing and Rattlesnake districts, a few miles east and northeast of Bannack. The first lodes of the Blue Wing district were the Huron, Wide West, Blue Wing, Arizona, and Silver Rose; of the Rattlesnake district, Legal Tender, White Cloud, New World, Watson, and Dictator. *Virginia Montana Post*, March 31, 1866. The ores carried enough galena to make them reducible by the smelting process, furnaces being set up in 1866 by several companies. The first smelter was erected at Marysville by the New York and Montana Mining, Prospecting, and Discovery Company. Their scientist was A. K. Eaton, and their general manager E. Loring Pratt of Cleveland, Ohio. In 1868 the St Louis Smelting Co. erected furnaces at Argenta. The Rocky Mountain Gold and Silver Mining Company put up a cupelling furnace at Marysville, just east of Bannack, Charles D. Everett superintendent. The ore smelted was from the Wide West in Blue Wing district. A blasting-furnace was erected by Professor Eaton; a furnace and a 24-stamp mill by Duran & Co.; a cupel furnace in Rattlesnake district by Professor Augustus Steitz, on Legal Tender lode. The ore yielded 80 per cent lead. The mine was owned by Esler and others. The Stapleton and Henry Clay ores were also worked in this furnace. *Virginia and Helena Post*, Oct. 11 and Nov. 8 and 15, 1866. The Huron Silver Mining Company erected furnaces, Thomas W. Wood superintendent. A small town in this district, hitherto called Montana, suffered a change of appellation by the command of Augustus Steitz, and was henceforth known as Argenta, which name it seemed really to deserve from the quantity of *argent* which it turned out.

This was the beginning, and when the miners had begun to look for silver leads the epidemic had to run its course. They also began to talk about the placers being exhausted, and to dilate upon the importance of developing quartz, and doubtless the world is richer for their vagaries. When they came to look the country over, there really was no end of silver. Silver Bow, which in the first instance referred to a shining crescent of water, now meant that the crescent was backed by a wall of silver leads. In 1869 the judges at the industrial exhibition held at Helena gave the first premium to silver specimens from the S. C. Day mine, on Moose Creek, in the south end of Silver Bow county, then Deer Lodge. *Deer Lodge New Northwest*, Oct. 8, 1869. *Mining in Colorado and Montana*, by George Aux, is a manuscript of 14 pp., containing good references to early mining in the latter. In the most fertile and beautiful valleys, which should have been sacred to bucolic pursuits, cropped up legions of silver lodes, notably in the country about the three forks of the Missouri River, and on both sides of that river for a hundred miles. Silver lodes were found in Jefferson county, in 1866, near where the most famous mines of the present are being worked. The Gregory, owned by Axers and Mimmaw, was located near Jefferson City. *Virginia and Helena Post*, Nov. 10, 1866.

of years, from about 1869 to 1873. But this period was not lost upon its permanent population. Those

gentleman. Died April 23, 1869, aged 58 years, leaving a family. *Virginia Montana Post*, April 30th. Deer Lodge county had, in 1869, nearly 300 miles of ditches, costing $498,000, and carrying an aggregate of 20,350 inches of water. *Deer Lodge New Northwest*, Aug. 27, 1869. A nine-mile ditch, carrying 2,500 inches of water, was completed to Norwegian gulch, in Madison county, in 1876, and similar expenditures will yet be made in some of the richer placer districts. A flume was completed to Confederate gulch in 1879. There had been one built in 1876, which a flood destroyed. It was rebuilt by the owner, James King. It was but one mile in length, but it was estimated that it would require 25 years of constant work to exhaust the ground controlled by it. *Helena Herald*, Nov. 18, 1879.

In mining countries the usual succession is, first placer gold, then quartz gold, and lastly silver mining. In Montana the discovery of gold and silver quartz was contemporaneous. The first experiments with silver quartz were made in the Blue Wing and Rattlesnake districts, a few miles east and northeast of Bannack. The first lodes of the Blue Wing district were the Huron, Wide West, Blue Wing, Arizona, and Silver Rose; of the Rattlesnake district, Legal Tender, White Cloud, New World, Watson, and Dictator. *Virginia Montana Post*, March 31, 1866. The ores carried enough galena to make them reducible by the smelting process, furnaces being set up in 1866 by several companies. The first smelter was erected at Marysville by the New York and Montana Mining, Prospecting, and Discovery Company. Their scientist was A. K. Eaton, and their general manager E. Loring Pratt of Cleveland, Ohio. In 1868 the St Louis Smelting Co. erected furnaces at Argenta. The Rocky Mountain Gold and Silver Mining Company put up a cupelling furnace at Marysville, just east of Bannack, Charles D. Everett superintendent. The ore smelted was from the Wide West in Blue Wing district. A blasting-furnace was erected by Professor Eaton; a furnace and a 24-stamp mill by Duran & Co.; a cupel furnace in Rattlesnake district by Professor Augustus Steitz, on Legal Tender lode. The ore yielded 80 per cent lead. The mine was owned by Esler and others. The Stapleton and Henry Clay ores were also worked in this furnace. *Virginia and Helena Post*, Oct. 11 and Nov. 8 and 15, 1866. The Huron Silver Mining Company erected furnaces, Thomas W. Wood superintendent. A small town in this district, hitherto called Montana, suffered a change of appellation by the command of Augustus Steitz, and was henceforth known as Argenta, which name it seemed really to deserve from the quantity of *argent* which it turned out.

This was the beginning, and when the miners had begun to look for silver leads the epidemic had to run its course. They also began to talk about the placers being exhausted, and to dilate upon the importance of developing quartz, and doubtless the world is richer for their vagaries. When they came to look the country over, there really was no end of silver. Silver Bow, which in the first instance referred to a shining crescent of water, now meant that the crescent was backed by a wall of silver leads. In 1869 the judges at the industrial exhibition held at Helena gave the first premium to silver specimens from the S. C. Day mine, on Moose Creek, in the south end of Silver Bow county, then Deer Lodge. *Deer Lodge New Northwest*, Oct. 8, 1869. *Mining in Colorado and Montana*, by George Aux, is a manuscript of 14 pp., containing good references to early mining in the latter. In the most fertile and beautiful valleys, which should have been sacred to bucolic pursuits, cropped up legions of silver lodes, notably in the country about the three forks of the Missouri River, and on both sides of that river for a hundred miles. Silver lodes were found in Jefferson county, in 1866, near where the most famous mines of the present are being worked. The Gregory, owned by Axers and Mimmaw, was located near Jefferson City. *Virginia and Helena Post*, Nov. 10, 1866.

who owned quartz mines and mills, and who had not found them remunerative by reason of defects in ma-

But it now began to be observed that Montana was not advancing in wealth as it should have been with these grand resources. In January 1868 there were forty quartz-mills in the country already in operation, and half a dozen not yet set up, yet there had been a steady falling-off in the treasure production since 1865, which was continued during a period of ten years. I borrow from Strahorn's *Montana* the following table, which by comparison with the most reliable statements I find to represent, as nearly as possible, the gold and silver production of the territory:

1862	$600,000	1872	$7,000,000
1863	8,000,000	1873	5,200,000
1864	16,000,000	1874	4,000,000
1865	18,000,000	1875	4,100,000
1866	17,000,000	1876	4,500,000
1867	16,000,000	1877	3,750,000
1868	15,000,000	1878	4,867,000
1869	11,000,000	1879	5,000,000
1870	9,000,000	1880	6,500,000
1871	8,000,000		
Total			$164,517,000

Which amount is distributed by counties as follows:

Madison	$79,500,000	Beaverhead	$19,500,000
Lewis and Clarke	29,000,000	Jefferson	5,500,000
Deer Lodge	26,367,000	Missoula	1,000,000
Meagher	13,000,000	Gallatin	650,000
Total			$164,517,000

W. A. Clark, Centennial Historian for Montana, in Avant Courier, Feb. 23, 1877. Strahorn gives these figures. J. Ross Browne makes a lower estimate for the first 6 years; but Brown did not get his statistics at first hand. See *Mineral Resources of Pacific States*, 511. The Helena and Deer Lodge newspapers, which should be well informed, place the figures much higher. For instance, the secretary of the treasury makes the product of 1866 $18,000,000, while territorial authorities place it at $30,000,000 for that year.

To account for this reverse of progress is not difficult. The same happens in all mining countries in the first twenty years. The majority of the 30,000 or 40,000 people who flocked to Montana in the earlier years gathered up the most easily obtainable wealth and hurried away with it, often the same season. When a few years of this depletion had gone on, and it was becoming more difficult to pick up a fortune in a creek-bed or ravine, the discovery of new mining districts in Nevada, Colorado, and Wyoming drew away a large proportion of the mining population, who never returned or were replaced by others. Of those who were left, some settled upon land claims, investing their gold in farm-stock, mills, agricultural implements, and buildings. Two classes were left, merchants who lived upon the profits of trade, and mining men who had a real interest in the country; and they had a heavy burden to carry in the cost of transportation. To get a quartz-mill from the Missouri River to its destination in Montana required from thirty to fifty wagons, which were often loaded at some point in Kansas or Nebraska. Or if they came by steamboat from St Louis to Fort Benton, it was the same thing—wagons had to be used to carry them to the point selected, several hundred miles from the landing. Often low water prevented steamers coming above Fort Union, or Cow Island. Freights during the first decade were enormous, costing the country between a million and a half and two millions annually, even after the population had shrunk to eighteen thousand. Many plans were resorted to to lessen the cost of transportation, but without materially affecting it.

chinery or ignorance of methods, took time to right themselves, or found others willing to take the prop-

The subject of transportation in Montana is one full of interest and even of romance. Taking up the recital at 1864, there was at this time no settled plan of travel or fixed channel of trade. There had been placed upon the Missouri a line of steamers intended to facilitate immigration to Idaho, which was called the Idaho Steam Packet Company. The water being unusually low, or rather, not unusually high, only 2 of the boats reached Fort Benton—the *Benton* and *Cutter*. The *Yellowstone* landed at Cow Island, and the *Effie Deans* at the mouth of Milk River. The *Benton*, which was adapted to upper-river navigation, brought a part of the freight left at other places down the river, by other boats, to Fort Benton; but the passengers had already been set afoot in the wilderness to make the best of their way to the mines. *Overland Monthly*, ii. 379; and a large portion of the freight had to be forwarded in small boats. At the same time there was an arrival at Virginia City of 200 or 300 immigrants daily by the overland wagon-route, as well as large trains of freight from Omaha. *Boisé City Statesman*, Jan. 21, 1865; *Portland Oregonian*, Sept. 14, 1864. In 1865 there were 8 arrivals of steamboats, 4 of which reached Benton, the other 4 stopping at the mouth of Maria River. In this year the merchants of Portland, desirous of controlling the trade of Montana, issued a circular to the Montana merchants proposing to make it for their interest to purchase goods in Portland and ship by way of the Columbia River and the Mullan road, with improvements in that route of steamboat navigation on Lake Pend d'Oreille, and S. G. Reed of the O. S. N. Company went east to confer with the Northern Pacific R. R. Company. In 1866 some progress was made in opening this route, which in the autumn of that year stood as follows: From Portland to White Bluffs on the Columbia by the O. S. N. Company's boats; from White Bluffs by stage-road to a point on Clarke fork, where Moody & Co. were building a steamboat 110 feet long by 26 feet beam, called the *Mary Moody*, to carry passengers and freight across the lake and up Clarke fork to Cabinet landing, where was a short portage and transfer to another steamboat which would carry to the mouth of the Jocko River, after which land travel would again be resorted to. The time to Jocko would be 7 or 8 days, and thence to the rich Blackfoot mines was a matter of 50 or 60 miles. It was proposed to carry freight to Jocko in 17 days from Portland at a cost of 13 cents per pound. From Jocko to Helena was about 120 miles, and from Helena to Virginia about 90. By this route freight could arrive during half the year, while by the Missouri River it could only come to Benton during a period of from 4 to 6 weeks, dependent upon the stage of water. The lowest charges by Missouri steamer, in 1866, were 15 cents to Benton for a large contract, ranging upward to 18 and 21 cents per pound, or $360 and $420 per ton to the landing only, after which there was the additional charge of wagoning, at the rate of from 5 to 8 cents, according to whether it reached Benton or not, or whether it was destined to Helena or more distant points. *Sacramento Record-Union*, May 7, 1866. San Francisco merchants offered for the trade of Montana, averring that freight could be laid down there at from 15 to 20 cents per pound overland. *S. F. Alta*, May 7 and Aug. 11, 1866. Chicago merchants competed as well, taking the overland route from the Missouri. Meanwhile Montana could not pause in its course, and took whatever came. In 1866 there was a large influx of population, and a correspondingly large amount of freight coming in, and a considerable flood of travel pouring out in the autumn. The season was favorable to navigation, and there were 31 arrivals of steamboats, 7 boats being at Fort Benton at one time in June. One, the *Marion*, was wrecked on the return trip. These boats were built expressly for the trade of St Louis. They brought up 2,000 passengers or more, and 6,000 tons of freight valued at $6,000,000. The freight charges by boat alone amounted to $2,000,000. Some merchants paid $100,000 freight bills; 2,500 men, 3,000

erty off their hands at a discount, and make improvements. Those who owned placer claims were driven

teams, 20,000 oxen and mules were employed conveying the goods to different mining centres. *Helena Republican*, Sept. 15, 1866; *Virginia and Helena Post*, Sept. 29 and Oct. 11, 1866; *Goddard's Where to Emigrate*, 125. Large trains were arriving overland from the east, both of immigrants and freight, from Minnesota, and conducted by James Fisk, the man who conducted the Minnesota trains of 1862 and 1863, by order of the government, for the protection of immigrants. The plan of the organization seems to have been to make the immigrants travel like a military force, obeying orders like soldiers and standing guard regularly. From Fort Ripley, Fisk took a 12-pound howitzer with ammunition. Scouts, flankers, and train-guards were kept on duty. These precautions were made necessary by the recent Sioux outbreak in Minnesota. The officers under Fisk were George Dart, 1st assist; S. H. Johnston, 2d assist and journalist; William D. Dibb, physician; George Northrup, wagon-master; Antoine Frenier, Sioux interpreter; R. D. Campbell, Chippewa interpreter. The guard numbered 50, and the wagons were marked 'U. S.' Colonels Jones and Majors, majors Hesse and Hanney, of the Oregon boundary survey, joined the expedition. The wagon-master, Northrup, and 2 half-breeds deserted on the road, taking with them horses, arms, and accoutrements belonging to the government. The route was along the north side of the Missouri to Fort Benton, where the expedition disbanded, having had no trouble of any kind on the road, except the loss of Majors, who was, however, found, on the second day, nearly dead from exhaustion, and the death of an invalid, William H. Holyoke, after reaching Prickly Pear River. In 1864 about 1,000 wagons arrived at Virginia by the central or Platte route. In 1865 the immigration by this route was large. The roundabout way of reaching the mines from the east had incited J. M. Bozeman to survey a more direct road to the North Platte, by which travel could avoid the journey through the South pass and back through either of the passes used in going from Bannack to Salt Lake. The road was opened and considerably travelled in 1866, but was closed by the Indian war in the following year, and kept closed by order of the war department for a number of years. In July 1866 a train of 45 wagons and 200 persons passed over the Bozeman route, commanded by Orville Royce, and piloted by Zeigler, who had been to the states to bring out his family. Peter Shroke also travelled the Bozeman route. Several deaths occurred by drowning at the crossing of rivers, among them Storer, Whitson, and Van Shimel. One train was composed of Iowa, Illinois, and Wisconsin people. In the rear of the immigration were freight-wagons, and detached parties to the number of 300. *Virginia Montana Post*, July 12, 1866.

A party of young Kentuckians who left home with Gov. Smith's party became detached and wandered about for 100 days, 35 of which they were forced to depend on the game they could kill. They arrived at Virginia City destitute of clothing, on the 13th, 14th, and 15th of December. Their names were Henry Cummings and Benjamin Cochran of Covington; Austin S. Stuart, Frank R. Davis, A. Lewis, N. T. Turner, Lexington; Henry Yerkes, Danville; P. Sidney Jones, Louisville; Thomas McGrath, Versailles; J. W. Throckmorton and William Kelly of Paris. *Virginia and Helena Post*, Dec. 20, 1866.

The Indians on the Bozeman route endeavored to cut off the immigration. Hugh Kikendall's freight train of 40 six-mule teams was almost captured by them, 'passing through showers of arrows.' It came from Leavenworth, arriving in September. Joseph Richards conducted 52 wagons loaded with quartz machinery from Nebraska City to Summit district, for Frank Chistnut, and had but 1 mule stolen. J. H. Gildersleeve, bringing out 3 wagon-loads of goods for himself, lost 9 horses by the Indians near Fort Reno. J. Dilmorth brought out 8 loaded wagons from Leavenworth; J. H. Marden

herds, accumulated by trade, and enlarged annually by natural increase, pointed out an easy and speedy means of acquiring wealth—easier than agriculture and surer than mining.[10] Cattle-raising became a great and distinctive business, requiring legislation, and giving some peculiar features to the settlement of the country.[11]

from the plains. In the *Missoula Pioneer*, June 29, 1872, is an animated account of the manner of pursuing and taking them by the Indians—the Indian sentinels, the flying blackbird, the clouds of dust which helped to betray the creatures to their capture or their death, for they often died in the struggle, strangled by the lasso, and exhausted with running and with dread—and of the killing of the last of the race, a mare, by the writer. She was killed for stealing, or enticing away other horses. 'She stood 14 hands high, glossy black, not one white hair, but two, one on the edge of each sphere of her brain; her mane twisted in hard heavy locks, of which I keep two, each 3½ feet long; her neck and limbs clean, hard, wiry; her hoofs concave, thin, hard, and steep; her sharp, oblique shoulder and wither, straight, delicate face, and right-angled upper lids—soon told why she was so fast and spirited.'

[10] John Grant owned, in 1866, 4,000 head of cattle and between 2,000 and 3,000 Indian horses, and was worth $400,000. *H. Ex. Doc.*, 45, 26, 38th cong. 1st sess.

[11] I will give here an account of the methods of cattle-growers in Montana and the adjoining country. The land belonging to the government, which made no charge for pasturage, and the cattle requiring little if any care during the winter, the cost of keeping them was trifling, and consisted mainly in the wages paid to a few herders. Formerly all cattle were permitted to mix promiscuously, being distinguished only by their brands. They separated into bands, and sought favorite localities, as men do, being governed in their choice by the quality of their feed, water, shade, and the prevailing winds. If they preferred a certain grazing-ground several miles from water, they travelled that distance daily to drink. As the number of herds increased, some necessary regulations were introduced, as to the extent of ranges, in organized counties. In 1874 the legislature of Montana enacted a law providing that the county commissioners should divide their respective counties into not less than three nor more than ten stock-districts, with a place designated in each for the 'round-up,' which occurred annually or semi-annually —the 'round-up' being the gathering together of the cattle for the purpose of separating the herds, and branding the young cattle with their owners' marks, which were described, and recorded with the county register. See *Annual Rept* of auditor and treasurer of Montana 1880, for brands and marks of owners, to the number of 281, delineated in the printed pages. If any strange cattle or estrays were found in the herds they were given in charge of a person appointed by the commissioner, who was allowed a suitable compensation for taking care of them. Notice of a round-up was to be given 30 days in advance, and no two districts should hold these meetings on the same day. On the 1st Monday in June 1874 the county commissioners should hold a public meeting of the bona fide residents of each stock-district, in their respective counties, for the purpose of organizing a stock-board in each district, which should consist of three stock-inspectors, elected by the actual stock-owners of the district, to hold office for one year. The board should elect a superintendent and a clerk, and the duty of the former should be to attend all round-ups, and have the care and custody of unclaimed stock; while the latter should keep a correct description of all unclaimed or estray stock, in a book of record, and should send a copy of such descriptions to the clerks of the other districts. The stock-boards should have a separate brand for each

W. H. Raymond is said to have been the first to drive a herd to the Union Pacific railroad for shipment to the east, and this he did in 1874 without loss.

district, which brand should be recorded in the county clerk's office, and remain in the keeping of the superintendent, to be used only by the direction of a majority of the board. Estrays should be branded with the district mark, which on their being claimed should be 'vented,' i. e., obliterated. Heavy fines were imposed for branding the property of another with a false mark; and all animals suffering from contagious diseases should be taken 6 miles away from any herd, and confined in a secure enclosure, failing in which the owner should be punished by a fine of from $50 to $500. *The Missoulian*, Feb. 26, 1874. Herders were appointed for each district. Missoula county was divided into 9 districts, with the following herders, which in this instance are presumed to be the owners: Jasper Deschamps, J. K. Clark, D. C. O'Keefe, Sidney Mitchell, Samuel Miller, James H. Cowan, Joseph Pardee, Thomas Simpson, and Thomas Fruin. This law may have received some modifications.

Certainly the cattlemen have come to occupy a large extent of country. Eight men, in the territory surrounding the Yellowstone National Park, control an area large enough to herd, and let increase, 190,000 head of cattle. I get this statement from manuscript *Notes Recueillies sur les Elevages d'Animaux dans les Etats de l'Ouest de l'Amérique du Nord*, by G. Weis, 1884, page 4. This is an exhaustive account of the business of cattle-raising, from which I take some further information. Weis says that the number of herders, 'cowboys' they were called, was almost in inverse ratio to the number of cattle to be herded. There was usually a foreman where the herd was large, and two cowboys will herd 1,200 or 1,400 head of cattle. The wages of a foreman depended on his value—from $100 to $200 per month, or sometimes more, and the cowboys got from $30 to $90, with food, lodging, horses to ride, and ammunition. During winter, when there was little to do, the proprietor might dismiss a part of the herders, keeping those who, having spent their money in debauchery, were willing to work for their keeping. They were faithful to their employers generally, and performed their duties willingly. Mexicans were preferred on account of their horsemanship.

The round-up is the great event of the year. At the close of winter the proprietors meet at the rendezvous and decide where the round-up shall be held and when; what road they will take, and how many men and horses each will furnish, with provisions for the same. Five horses to the man is the number usually allotted, on account of the labor required of them. A chief or superintendent is chosen, and a number of deputies, to secure the proper execution of details. A large number of persons being brought together, much merriment is indulged in, the scene of the encampment being usually well-chosen and picturesque. For several days the work of driving in continues. As the calves are with their mothers at this season, it is admitted that a calf belongs to the cow which it follows and suckles. The proprietors, having separated their stock from the general herd, proceed to brand the young, renew obliterated marks, castrate the young males not desired for breeding, and sort out those that are to be sold. If another proprietor chooses to purchase, his mark is branded on the opposite side from the first. But it is to dealers from eastern stock-yards, or their agents, that sales are usually made. These purchasers have a copy of all the brands, to avoid buying stolen stock. Whether the cattle are sold on the ground, or taken to market—usually Chicago—they are driven to the railroad at some point where conveniences for shipping stock have been provided, as at Bozeman or Billings. Here the eastern agents are again met with, who keep an eye upon the shipment and telegraph information to the markets, or receive it from them. The Northern Pacific railroad in 1885 charged $100 a car-load of from 16 to 20 animals, and disembarked the cattle at certain places where the pasturage

Digitized by Google

The only danger to the welfare of the country, from the prominence taken by this business, is that

was good, allowing them to feed several hours each day, assuming the risk of accidents to the cattle, charging $40 or $50 per day for the whole train. Free passage was granted to the proprietors, who took the usual passenger trains, and to a certain number of cowboys, who had a special car attached to the cattle train, which took from 6 to 7 days to reach Chicago. The cattle sold are generally beeves, 3 or 4 years old, and weigh 900 to 1,100 pounds when embarked, but lose 120 or 160 on the journey. They bring from 3½ to 5 cents per pound; or sell for an average of $35. If kept another year or two, they may bring $45. Improvements are being made in the methods of transporting stock, to save it from loss of weight, or total loss, which does not often happen. The plan of production and sale is to part with one fourth of the herd annually. Bulls raised in the herds are not considered desirable, but those used for breeding purposes are taken from foreign localities, and the best possible, the English short-horns being preferred, after them Durhams, then Spanish. A cow will usually cost from $24 to $27, and will produce a calf annually for ten years. The increase can be counted on to be half male and half female. The female half in 2 years doubled itself, and so on in arithmetical progression, and at little cost to the owner. The following table illustrates the cattle-raiser's increase in 10 years, beginning with a herd of 890:

Years.	Steers.	Yearlings.	Cows.	Born.	Total.
1st	190	190	300	290	970
2d	90	290	400	300	1,080
3d	80	300	970	400	1,750
4th	100	400	720	600	1,820
5th	190	500	1,070	800	2,660
6th	200	800	1,470	1,000	3,470
7th	300	1,000	2,070	1,600	4,790
8th	500	1,600	2,870	2,500	7,470
9th	790	2,500	4,100	4,000	11,390
10th	1,000	4,000	6,000	9,900	21,000

The table above allows for accidents, and loss by cold, drought, etc., and supposes the steers only to have been sold. The yearlings comprise all the animals born of either sex one year after birth.

The expense of caring for cattle or horses in herds of 1,000 or more is about 75 cents per head. Adding taxes and all the costs of producing a steer worth $30, and we have a total of $3.50. Previous to 1879–80 the average loss from storms was about two per cent per annum. In that year the loss was 7 or 8 per cent, and the following winter it was also unusually large; but many were cattle driven in from Oregon late, and in poor condition. The banks loaned money to be invested in stock, and there was no more sure investment in Montana. A firm which borrowed $13,500 at two per cent per month for six years showed a profit of $51,073 over total investment and expenses. *Strahorn's Montana*, 103. *The West*, compiled from the *Census of 1880* by Robert P. Porter, and presenting a significant array of facts concerning the Pacific states, says that there were in Montana, in 1877, 220,000 head of cattle, 40,000 horses, and 120,000 sheep, and that the census of 1880 shows 489,500 cattle, 512,600 sheep, and 29,000 swine. It should be borne in mind, also, that the figures in a census report are always below the facts. In E. J. Farmer's *Resources of the Rocky Mountains*, published in 1883, containing brief descriptions of Colorado, Utah, Arizona, New Mexico, Wyoming, Dakota, and Montana, it is stated that there were at that date 400,000 cattle and nearly 500,000 sheep in Montana; the cattle being worth at $25 per head $10,000,000, and the sheep $1,750,000, the wool clip being not less than 3,000,000 pounds.

A large stock-owner in Montana was Baron de Bonnemain, born in 1851, at Means, Seine-et-Marie, France. He served in the French army under

Digitized by Google

the cattle-owners will continue more and more to oppose themselves to settlement. This they cannot do as successfully in Montana as they have done in Texas, where they have taken possession of the springs and watercourses by the simple preëmption of a quarter-section of land where the spring occurs. As settlers must have access to water and timber, to control the supply is to drive them away from the region. But in Montana there is a greater abundance of water, and timber also, and consequently not the same means of excluding farmers. Doubtless efforts will be made to obtain the actual ownership of large bodies of land, which the government wisely endeavors to prevent.

The falling-off in the yield of the mines forced development in other directions, so that by the time Montana had railroad connection with eastern markets it was prepared to furnish exports as well as to pay for importing. In 1879, three years before the railroad reached Helena, the farmers of Montana produced not less than $3,000,000 worth of agricultural products,[12] and were supplied with the best labor-saving machinery. They lived well, and were often men of education, with well-stored book-shelves,

Marshal McMahon in the Franco-Prussian war, after which he immigrated to New York, and visiting Montana on a hunting expedition, perceived the advantages of stock-growing on the natural ranges, and engaged in the business. He had 3,200 head in 1883, and a range of 32 miles. The baron has furnished my library with a manuscript on the subject, *Stock-Raising in Montana*, which agrees with that of Weis and other accounts.

The first blooded horses introduced into Montana in 1873 were owned by Mr Campbell of Gallatin City. The first large sales of cattle to eastern shippers was in 1874; by 1876 a regular trade was established, bringing in $120,000. Charles Anceny was one of the most enterprising cattle-raisers in Gallatin county, in the beginning of the business. The Montana Wool-Grower's Association was organized in September 1877. In 1878 John Healy of San Francisco, agent for a California company, established a depot at Helena for grading wool. The wool clip of that year was 1,000,000 pounds. An effort has been made to domesticate the Rocky Mountain sheep, but without success. *Helena Gazette*, Oct. 3, 1873; *Helena Independent*, Sept. 30, 1875; *Winser's Guide to N. P. Railroad*, 172–3; *Deer Lodge Independent*, Oct. 18, 1869.

[12] Wheat 400,000 bushels, oats 600,000, barley 50,000, corn 12,000, vegetables 500,000, hay 65,000 tons. *Strahorn's Montana*, 90. In 1880 Montana produced 470,000 bushels of wheat, 900,000 of oats, 40,000 of barley. *Farmers' Resources of the Rocky Mountains*, 110.

mildness of climate must be ascribed. Latitude west of the Rocky Mountains does not affect climate as it does to the east of that line; nor does it account for temperature to any marked extent on the eastern slope of the great divide, for we may journey four hundred miles north into the British possessions, finding flourishing farms the whole distance; and it is a curious fact that the Missouri River is open above the falls, in Montana, four weeks before the ice breaks up on the Iowa frontier. In all countries seasons vary, with now and then severe winters or hot summers. A great snowfall in the Montana mountains every

The soldiers at Fort Ellis in the Gallatin Valley raised all the vegetables to feed the five companies stationed there, thereby saving the government between $7,000 and $8,000. General Brisbin, who was for a long time in command of that post, was one of the most enthusiastic writers on the resources of the country, contributing articles to the *American Agriculturist*, and other journals, which were copied in the Montana newspapers. See *Helena Herald*, Jan. 2, 1879. Rye raised by B. F. Hooper of Bowlder Valley produced grains ½ larger than the ordinary size, plump, gold-tinted, and transparent as wheat—65 pounds to the bushel. Three quarts of seed yielded 10 bushels of grain, sown in the spring. This seed is said to have come from some grains taken from the craw of a migratory bird killed in Oregon in 1863. *Virginia Montana Post*, Jan. 29, 1868.

As in every country, the valleys were first settled. What the uplands, now devoted to grazing, will produce remains to be demonstrated in the future. Although it is generally thought that comparative altitude is an important factor in the making of crops, it is now pretty well understood that where bunch-grass grows wheat will grow as well.

The average altitude of Montana is less by 2,260 feet than the average altitude of Colorado, Wyoming, Utah, and New Mexico. Official reports make the mean elevation of Montana 3,900 feet; of Wyoming 6,400; of Colorado 7,000; and of New Mexico 5,660. Of Montana's 145,786 square miles, an area of 51,600 is less than 4,000 feet above the sea; 40,700 less than 3,000. The towns are either in mining districts, which are high, or in agricultural districts, which are lower; therefore the following list of elevations is indicative of the occupations of the inhabitants:

Argenta	6,337	Brewer's Springs	4,957	Hamilton	4,342
Beaverhead	4,464	Camp Baker	4,538	Jefferson	4,776
Bighorn City	2,831	Carroll	2,247	Lovell	5,465
Boetler's Rancho	4,873	Deer Lodge	4,546	Montana City	4,191
Bozeman	4,900	Fort Benton	2,780	Missoula	3,900
Butte	5,800	Fort Shaw	6,000	Nevada City	5,548
Bannack	5,896	Fish Creek Station	4,134	Sheridan	5,221
Beaverstown	4,942	Fort Ellis	4,935	Salisbury	4,838
Blackfoot Agency	3,169	Gallatin City	4,838	Virginia City	2,824
Bowlder	5,000	Helena	4,266	Whitehall	4,639

It will be observed by a comparison with the preceding table that an altitude of nearly 5,000 feet, as at Bozeman, Fort Ellis, and Gallatin City, does not affect the production of cereals unfavorably. Sun River Valley near Fort Shaw, at a considerably greater altitude, produces 100 bushels of oats to the acre.

Digitized by Google

winter is expected and hoped for. Its depth throughout the country is graded by the altitude, the valleys getting only enough to cover the grass a few inches, and for a few days, when a sudden thaw, caused by the warm chinook, carries it off. Occasionally a wind from the interior plains, accompanied by severe cold and blinding particles of ice rather than snow, which fill and darken the air, brings discomfort to all, and death to a few. Such storms extend from the Rocky Mountains to east of the Missouri River; from Helena to Omaha.

The mean temperature of Helena is 44°, four degrees higher than that of Deer Lodge or Virginia City, these points being of considerable elevation about the valleys, where the mean temperature is about 48°. With the exception of cold storms of short duration, the coldest weather of winter may be set down at 19° below zero, and the warmest weather of summer at 94°. June is rainy, the sky almost the whole of the rest of the year being clear, and irrigation necessary to crops. The bright and bracing atmosphere promotes health, and epidemics are unknown. Violent storms and atmospheric disturbances are rare.[14]

The first settlers of Montana had doubts about the profits of fruit-culture, which have been dispelled by experiments. Apples, pears, plums, grapes, cherries, currants, gooseberries, raspberries, blackberries, and strawberries bear abundantly, and produce choice fruit at an early age.[15] In the Missoula Valley cultivated

[14] An earthquake was felt at Helena in the spring of 1869, which did no damage; a tornado visited the country in April 1870—both rare occurrences. In 1868, which was a dry year, Deer Lodge Lake, at the base of the Gold Creek Mountains, was full to the brim, covering 50 or 60 acres. In 1870, with a rainy spring, it had shrunk to an area of 100 by 150 feet. The lake has no visible outlet, but has a granite bottom. *Deer Lodge New Northwest*, May 27, 1870. Thirty miles from Helena is the Bear Tooth Mountain, standing at the entrance to the Gate of the Mountains cañon. Previous to 1878 it had two tusks fully 500 feet high, being great masses of rock 300 feet wide at the base and 150 feet on top. In February 1878 one of these tusks fell, sweeping through a forest, and leveling the trees for a quarter of a mile. *Helena Independent*, Feb. 14, 1878.

[15] One of the largest fruit-growers in the country was D. W. Curtiss, near Helena. He came from Ohio about 1870 a poor man. In 1884 he owned his farm, and marketed from $4,000 to $7,000 worth of berries and vegetables annually.

strawberries still ripen in November. At the county fair in 1880 over a dozen varieties of standard apples were exhibited, with several of excellent plums and pears. Most of the orchards had been planted subsequently to 1870, and few were more than six years old. Trees of four years of age will begin to bear. At the greater altitude of Deer Lodge and Helena fruit was at this period beginning to be successfully cultivated; but fruit-growing being generally undertaken with reluctance in a new country, it is probable, judging by the success achieved in Colorado, that the capacity of Montana for fruit-culture is still much underrated. All garden roots attain a great size, and all vegetables are of excellent quality. Irrigation, which is necessary in most localities, is easily accomplished, the country in general being traversed by many streams. For this reason irrigation has not yet been undertaken on the grand scale with which it has been applied to the arid lands a few degrees farther south. The desert land act, designed to benefit actual settlers, has been taken advantage of to enrich powerful companies, which by bringing water in canals long distances were able to advance the price of land $10 or $15 per acre. The timber culture act was made use of in the same way to increase the value of waste land.[16] Doubtless the lands thus benefited were actu-

[16] Some of the early farmers of Montana might be mentioned here.

E. S. Banta, born in Mo. Sept. 2, 1832; brought up a farmer; immigrated to Cal. in 1862, with his own team; remained there one year, and came to Montana, first to the Bitterroot Valley, then to Gallatin City, and finally to Willow Creek in Madison co., where he obtained 196 acres of land, and raised stock. He married, in 1861, Mary Foster.

William McKimens, a native of Pa, was born Oct. 20, 1835, and raised a farmer. Removed to Ill. at the age of 19, and soon after to Kansas. In 1858 he went the Pike's Peak country, and was one of the 100 locators of Denver. Returning east, he came to Montana in 1864, and established himself.

Ellis Elmer, born in England May 18, 1828, immigrated to the U. S. in 1850, settling in Ill., where he remained 9 years, when he removed to Mo., whence he came to Montana in 1871. Painter by trade; secured 160 acres of land at Fish Creek. In 1857 married R. T. Lambert.

F. T. Black, born Oct. 23, 1856, in Ill., removed at ten years of age to Mo., and at the age of 26 to Montana, where he leased improved land at Pony, on Willow Creek.

Robert Riddle, born in Ohio Aug. 18, 1840, was brought up a farmer. At the age of 18 he learned harness-making, after which he resided 2 or 3

CHAPTER VII.

GENERAL DEVELOPMENT.

1870-1888.

CONDITION OF MONTANA FROM 1870 TO 1880—COUNTIES COMPARED—TOTAL PRODUCTION IN 1888—PRICE OF LABOR—RAILROAD ERA—AGRICULTURE—LUMBERING—WAGES—TRANSPORTATION COMPANIES—COAL—LOSSES IN CATTLE—MINING DEVELOPMENT—BUTTE—PHILLIPSBURG—DEER LODGE—HELENA—GREAT FALLS—BENTON—EASTERN MONTANA—MORAL AND SOCIAL CONDITION.

THE progress of Montana in mining, as indicated in the previous chapter, had received a partial check from about 1870 to 1880. The reason of this was that surface mining had declined, the placers being exhausted, and deep mining had not yet been sufficiently developed to give equal returns. There were other causes operating at the same time, such as the great cost of transportation of machinery, and the financial crisis resultant upon the suspension of Jay Cooke & Co., with the consequent embarrassments of the Northern Pacific railroad company, to whose advent in the territory all eyes had been turned in hope.

Neither had agriculture advanced materially; for no other market than the mines could be reached by wagons, the only means of transporting farm products to consumers. Besides, a few years were needed in which to build more comfortable houses, erect saw and grist mills, fence farms, lay out roads, start schools and churches, and set in motion all the wheels within wheels which move the complicated machinery of society. Perhaps from having so long observed the processes of state building, I have come to render more willingly than others the meed of praise to these

Digitized by Google

men of sturdy frames, intelligent brains, and deft hands who robbed the secret treasury of nature to spread over the mountains and plains thriving cities and happy homes. In how little have they failed! Great is an army with banners, but greater is a host with ploughs and picks. One destroys, while the other creates.

Time enough had elapsed between 1870 and 1880 to establish the comparative capabilities of the several counties[1] when the railroad era dawned, which solved

[1] Beginning with Missoula, the first settled and organized, and the most western, it contained about 30,000 square miles, distributed in forest-crowned mountains and sunny valleys, affording a charming variety of scenery, and a fortunate arrangement of mineral, agricultural, and grazing lands. About 36,000 acres were occupied, and 5,196 cultivated. Its principal valley, the Bitterroot, contained 500 farmers, and would support four times as many. It had 8,000 horses, 19,000 cattle, and 13,000 sheep. It produced in 1884 124,226 bushels of wheat, and 281,312 bushels of oats; made 30,000 pounds of butter, and raised large quantities of all the choicest garden vegetables, and 800 pounds of tobacco, besides making 40,000,000 feet of lumber. Its population in 1880 was 2,537, and its taxable property was valued at $647,189. Its valuation in 1885 was over $1,000,000. Missoula, the county seat, situated on the Northern Pacific railroad, near the junction of the Missoula and Bitterroot rivers, had 2,000 inhabitants. Its public buildings were a substantial court-house, a union church for the use of several congregations, a catholic convent, a large flouring and saw mill, a good public school-house, 2 newspaper offices, and a national bank building. The mill belonged to Worden & Co., and was erected in 1866, 40 by 40 feet, 3 stories high, with 2 run of stones, and cost $30,000. It ground the crop of 1866, 10,000 bushels; of 1867, 15,000 bushels; of 1868, 20,000 bushels; of 1869, 20,000 bushels. Its capacity was 400 sacks in 24 hours. The saw-mill cut 2,000 feet of lumber daily. *Deer Lodge New Northwest*, Oct. 8, 1869. At Frenchtown, 18 miles distant, was another flouring-mill and saw-mill for the convenience of its 200 inhabitants and the farming community of the lower valley. *Strahorn's Montana*, 64.

The lesser settlements were Andrum, Arlie, Ashley, Belknap, Bigcut, Bitterroot Creek, Camas Prairie, Cantonment Stevens, Cedar Junction, Cedar Mouth, Clarke Fork, Como, Corvallis, Dayton Creek, De Smet, Duncan, Eddy, Ellisport, Ewartsville, Flathead, Flathead Agency, Flathead Lake, Forest City, Fort Missoula, Fort Owen, Gird Creek, Grant Creek, Grass Valley, Heron Siding, Hope, Horse Plains, Hudson Bay Post, Indian Agency, Jocko, Kayuse, Kitchens, Kootenai, Koriaka, Lavoy, Louisville, Loulou's Grave, Mayville, Missoula River, Paradise, Pen d'Oreille, Pineland, Quartz, Quartz Creek, Ravallia, Rock Island, Ross Hole, Selish, Skalkaho, St Ignatius, Stephens' Mill, Stevensville, Superior, Superior City, Seventy-Mile Siding, Thompson Falls, Thompson River, Tobacco Plains, Trading Post, Trout Creek, White Pine, and Windfall.

Deer Lodge county, also west of the Rocky Mauntains, and the second settled, was much less in size than Missoula, containing 6,500 square miles, but fully equal in attractions and natural wealth. It had 25,000 acres under improvement, and raised 130,000 bushels of grain in 1878, made 150,000 pounds of butter, produced 50,000 bushels of potatoes, 1,200,000 pounds of garden vegetables, 75,000 of wool, and manufactured 1,000,000 feet of lumber. Its population was 9,000, and taxable wealth $2,341,268. In 1884 its live-stock alone was valued at $1,000,000. Deer Lodge City, the county seat, sit-

the transportation problem for Montana. The Utah Northern branch of the Union Pacific railroad reached

uated on the east side of Deer Lodge River, contained 1,200 inhabitants. It is the commercial and educational centre of a large area of mining and farming country. It had a fire in 1872 which destroyed a large amount of property, and caused the organization of a fire department. Its educational facilities were a collegiate institute, erected in 1878 at a cost of $22,000, a graded public school, and a catholic boarding-school, conducted by the sisters of charity. The *New Northwest* newspaper, not excelled by any in Montana, was published here. The penitentiary was located here. The catholic, episcopal, and presbyterian churches were tasteful and creditable structures, and the general style of architecture was pleasing. Seen at a proper distance for perspective, Deer Lodge presents an inviting picture, with a mountain background contributing to its scenic effect; nor does it disappoint the beholder on a nearer view. Phillipsburg. Pioneer, Silver Bow, Blackfoot, New Chicago, McClellan, and Lincoln all became towns of some consequence. The other settlements in Deer Lodge county are Baker's Mill, Bear gulch, Bear's Mouth, Beartown, Black Tail, Boulder Creek, Boulder House, Brown gulch, Cable, Cariboo gulch, Casmark, Clark Station, Coberly's Station, Cottonwood City, Deep gulch, First Chance, Flint Creek Valley, Frederickson, Georgetown, Gold Creek, Got-'Em-Sure, Greenwood, Gwendale, Harrisburg, Helmville, Henderson, Henderson gulch, Hope Mine, Humbug, Jefferson gulch, Levengood, Lincolnville, McClellan gulch, Morristown, Pike's Peak, Race Track, Reynolds, Rocker, Saw Pit, Scratch Awl, Silver Lake, Snatch 'Em, Stone Station, Stonewall gulch, Stuart, Sunset, Sweetland, Trarona, Tower, Vestal, Warm Springs, Washington gulch, Williams, Willow Creek, Willow Glen, Yamhill, and Yreka.

Silver Bow county, cut off from Deer Lodge in 1881, had a small area, but a population of 14,000, and is richer, in proportion to its size, than any county in Montana, its assessed valuation in 1884 being $7,240,000. It was first settled in June 1864 by placer miners. Ten years of digging and washing exhausted the deposits, or so nearly that only 300 inhabitants remained. Quart-mining was begun in 1875. The county contained in 1885 19 mills, concentrators, and furnaces, which give employment to 3,000 miners.

Butte, the county seat, was the second town in Montana. It had an altitude of 5,800 feet, and is the center of one of the richest silver and copper districts in the world. Population in 1885 10,000, with 3 banks, the eldest being that of Clarke & Larabie, the others Hoge, Brownlee & Co., and the First National, their deposits aggregating $3,000,000. It had school property valued at $40,000, supporting a corps of 21 teachers; besides 7 churches, 4 hospitals, 2 fire companies, 2 newspapers, a court-house which cost $150,000, an opera-house costing $50,000, water, gas, and electric-light companies, and the usual number of secret societies. The receipts on freights, incoming and outgoing, were over $6,000,000 per annum, consisting chiefly of outgoing ore. Buxton, Divide, Feely, French gulch, Grace, Gunderson, Lavell, Melrose, Mount Horeb, Norwood, Red Mountain, Walkerville, and Silver Bow are the other settlements in the county.

Choteau county, containing 27,380 square miles, the first inhabited on the east side of the Rocky Mountains, having their summits for its boundary on the west, and the vast, unorganized area of Dawson county on the east, the British possessions on the north, and Lewis and Clarke and Meagher counties on the south, was a grazing country, with a few agricultural valleys of considerable extent, the stock-raisers usually cultivating farms also. In 1884 its live-stock was valued at $2,000,000, and 50,000 pounds of wool sent to market. The population of the county was 3,058.

Fort Benton, the county seat, was the head of navigation on the Missouri, and consequently a place of importance. To this point, for twenty years, came freight worth millions of dollars annually, and from it departed the treasure of the mines. It was also the depot of the fur trade after the origi-

Digitized by Google

Helena, then the principal commercial city of the territory, in 1881, and the Northern Pacific reached it from

nal fort or fortifications were abandoned. Before the opening of the Northern Pacific railroad fifteen steamboats, costing $400,000, were employed carrying freight to and from Benton. These boats were owned by several companies. The Coulson line lost a fine steamer, the *Montana*, in a storm, July 2, 1879. The *Dakota* was also damaged. *Helena Independent*, July 10, 1879. I. G. Baker owned the *Red Cloud* and *Colonel McLeod*. *St Louis Times-Journal*, March 11, 1879. The Power brothers owned the *Helena*, which was snagged. The *Imperial* was wrecked in 1867. The *Peninah*, also, was caught at this spot in 1879. John H. Charles was superintendent of the line to which the *Helena* belonged. *Helena Herald*, Oct. 10, 1879. A company was formed in Jan. 1879, called the Missouri River Navigation Company, the object of which was to complete the navigation of the river to a point near Helena, by building boats to run above and below the falls, and a portage around this obstruction. The directors were A. Kleinschmidt, A. M. Holter, A. Sands, J. M. Ryan, Henry Klein, John T. Murphy, T. C. Power, C. Keuck, H. M. Parchen; J. F. Murphy, president, A. Kleinschmidt, vice-president, E. W. Knight, treasurer. The N. P. R. R., it was understood, would aid the enterprise. Congress was asked for appropriations, and did appropriate $25,000 for the improvement of the river below the falls, $20,000 to improve it above the falls, $15,000 to survey the Yellowstone, and $25,000 for its improvement. *Helena Independent*, March 13, 1879.

In 1878 they brought 9,500 tons of freight, and carried away, among other things, 60,000 buffalo robes and several hundred thousand dollars' worth of furs. The fur export of Montana, in fifteen years ending in 1878, was valued at $6,000,000. The population of Benton was 1,618 in 1880. The *Benton Record* was published at this place, having a continued and prosperous growth. The settlements made in Choteau county were Arrow Creek, Belknap, Belt Creek, Birch Creek, Blackfoot Agency, Camp Cook, Carroll, Cow Island, Fort Assinaboine, Fort Belknap, Fort Browning, Fort Claggett, Fort Hawley, Fort La Barge, Fort Maginnis, Highwood, Judith, Judith Basin, New Agency, Old Agency, Piegan, Ruter, Sullivan, Twenty-eight Mile Spring.

Beaverhead county, where the first town of eastern Montana was laid off in 1862, contains 4,230 square miles. More than any other part of Montana, it reminds the traveller by its nomenclature of the journey of Lewis and Clarke in 1805, containing Horse Prairie, Willard Creek, Beaverhead Rock, and the pass by which these explorers crossed the Rocky Mountains. It is a mountainous district interspersed with a few fertile valleys, and furnishing excellent stock-ranges on the bench-lands between the valleys and the high ridges. Its population was less than 3,000 in 1880. In 1884, its taxable property was valued at $4,500,000. The number of farms in the county was small.

Bannack, which was for a short time the capital and the metropolis of Montana, and the county seat of Beaverhead, was later but a small town containing 250 inhabitants. Glendale, the seat of a large mining interest, had in 1885 a population of 678, and Argenta also was a thriving mining town. The county seat was removed to Dillon, which as a business centre ranked next after Helena and Butte. The other settlements made in Beaverhead county were Allerdice, Apex, Barratts, Beaverhead Rock, Burnt Pine, Darling, Dell, Dewey's Flat, Edgerton, Fairview, Glen, Glendale, Grayling, Hecla, Horse Prairie, Hot Spring, Lyon City, Mervenstoe, Montana, Pine Butte, Poindexter, Red Rock, Rock Creek, Ryan, Soap gulch, Spring Hill, Terminus Creek, Trapper, Vipond, Watson, and Willis.

Madison county, rendered forever famous as the district of country containing the Alder gulch of world-wide renown, 4,900 square miles in extent, had also a population of not more than 4,000 at the last census. It is a county rich in resources, chiefly mineral, although agricultural to a considerable degree. Its chief export was gold, while silver, copper, lead, iron, marble, coal,

Digitized by Google

east and west in 1883. The completion of this road was celebrated with imposing ceremonies on Septem-

and other valuable minerals abound. The county owned in 1884 cattle, horses, and sheep valued at $1,860,000, and had 10 saw-mills cutting 1,000,000 feet of lumber yearly, 2 grist-mills making 6,000 sacks of flour annually, besides raising 100,000 bushels of grain, 50,000 bushels of root crops and pease, and selling 5,000 beef-cattle.

Virginia City, once the capital of Montana, and the county seat of Madison county, had in 1880 a population of about 1,000, and more business than that would seem to indicate. Virginia had telegraphic communication with Salt Lake and the east in 1866. John Creighton was superintendent of the line. It was extended to Helena in 1867. In 1878 the leading bank bought $400,000 worth of gold bars and dust, received deposits which averaged $100,000 in bank constantly, and sold $1,400,000 in exchange. The public buildings at Virginia are handsome and costly. The public school building cost $12,000, the masonic temple $30,000, the court-house $35,000, and others in proportion. There were three churches, catholic, methodist, and episcopal, a weekly newspaper, the *Madisonian*, and a daily line of coaches connecting it with other business centres. The first masonic organization was at Virginia City in 1863; corner-stone of the temple laid June 24, 1867. Nevada, Montana, and Helena lodges followed, and a grand lodge in January 1866; John J. Hill first grand master, and W. F. Sanders grand secretary. *Virginia Montana Post*, Aug. 11, 1866.

The early towns and settlements of Madison county were Adobetown, Bagdad, Cicero, Crawford, Daly, Darmitzies, Fish Creek, Gaffney, Home Park, Hot Spring Creek, Iron Rod, Jefferson Bridge, Jefferson Island, Junction, Laurin, Lewis, Lower Silver Star, McCarthy Springs, Meadow Creek, Monida, Monmouth, Muriers, Nevada, Norwegian gulch, Parson's Bridge, Pollinger, Red Bluff, Rising Sun, Rochester, Salisbury, Sheridan, Silver Springs, Sterling, Stone's Precinct, Summit, Twin Bridges, Upper Silver Star, Warm Spring Creek, Washington Bar, and Wisconsin Creek.

Jefferson county, lying north of Madison, and divided from it by the Jefferson fork of the Missouri, contained 5,000 square miles and 2,500 inhabitants. It was, after mining, chiefly a dairying county, though there several farming settlements sprang up in the valleys of Prickly Pear, Boulder, Crow, Pipestone, and other streams. In 1878, 50,000 lbs of butter and 20,000 lbs of cheese were produced. The farmers raised 50,000 bushels of grain, and there were about 10,000 acres of improved lands. The saw-mills in the county cut about 1,500,000 feet of lumber. The stock of the county consisted of 25,000 range cattle, 2,000 milch cows, 10,000 horses, and 15,000 sheep. The pioneer woollen-mill of Montana was established in Jefferson county, and was completed in 1878. *Strahorn's Montana*, 67. The first woollen-mill begun was at Virginia City in 1877. *Madisonian*, Oct. 27, 1877. The property valuation of the county in 1884 was about $1,000,000. Radersburg, situated in the valley of Crow Creek, near the line of the Northern Pacific railroad, is the county seat, and had 200 inhabitants at the last census. The towns and settlements made in Jefferson county are Aurora, Basin, Basin gulch, Beaver Creek, Beaver Creek Camp, Beavertown, Bedford, Boulder City, Boulder Valley, Cataract, Cheatem, Claggett, Cold Spring, Comet, Comet Mine, Crow Creek City, Eclipse, Gregory, Gregory Mine, Gregoryville, Harrison, Holter's Saw-mill, Iron Age, Jefferson City, Jefferson Island, Keatingville, Little Boulder, McDaniel Station, Middle Fork Buffalo, Milk Ranch, Mitchell, Montana, O'Neil's Mine, Whitman's gulch, Overland gulch, Parnell, Pipestone, Prickly Pear, Remley, Rocker Mine, Spokane, Springville, St Louis, Warm Springs, Whitehall, Wickes, and Woodville. In this county are the Boulder hot springs and Clancy warm springs, both popular resorts.

Lewis and Clarke county, occupying a central position, although comparatively small in extent, having only 2,900 square miles, was the second in population, its inhabitants numbering about 13,000, and its assessed valuation

ber 8th at Independence Creek, on the north bank of Deer Lodge River, sixty miles west of Helena, the

being in 1884 over $8,000,000. Its mines have already been spoken of. From 135 farms in Prickly Pear Valley was harvested, in 1878, 25,000 bushels of wheat, 40,000 bushels of oats, 15,000 bushels of barley, or an average of over 500 bushels of grain to every farm. Besides the grain crop, 7,000 tons of hay were harvested, over 300 tons of turnips and cabbages, 40,000 bushels of potatoes, and 15,000 bushels of pease. The county grazes 30,000 cattle and 25,000 sheep, the wool clip from 18,000 head being 83,000 pounds. The livestock in 1884 was valued at $1,000,000.

Helena, the county seat, made a port of entry in 1867, and also the capital of Montana, was in all respects a progressive modern town. With a population of 7,000 in 1883, which had increased from 4,000 in 1879, its four national banks had on deposit $3,000,000, and sold a large amount of exchange annually, besides purchasing gold-dust and silver bullion to the amount of about $2,000,000. The first, or Montana National Bank, was instituted June 24, 1872. James King president, Charles E. Duer cashier, D. S. Wade, W. E. Gillette, William Chumasero, James Fergus, and George Steele directors. There was a board of trade organized in 1877, a U. S. assay office erected in 1875, and a fire department organized in 1869. The occasion of this early creation of a fire department was the occurrence of a fire in Feb. 1869, which destroyed $75,000 worth of property. Helena Fire Company No. 1 organized in April, and elected E. H. Wilson president, A. O'Connell vice-president, J. J. Lyon secretary, Lee Watson treasurer, R. S. Price foreman, Henry Klein 1st assistant, and W. F. Stein 2d assistant. *Helena Montana Post*, April 16, 1869. On the 28th of the same month, and before the department had provided itself with fire-extinguishing apparatus, another greater fire occurred, destroying over $500,000 worth of the business portion of the town. *Id.*, April 30, 1869. In Oct. 1871 a third conflagration destroyed $150,000 worth of property. *Helena Gazette*, Oct. 3, 1871. In Sept. 1872 another fire consumed $175,000 worth of property. In March 1873 a fifth fire was started, it was supposed by incendiaries, which destroyed a large and old mercantile house. *Helena Herald*, March 20, 1873. A sixth conflagration in Jan. 1874, also the work of an incendiary, consumed $850,000 worth of property. *Deer Lodge New Northwest*, Jan. 17, 1874. In this fire was consumed the archives and library of the Historical Society of Montana, which had been instituted 8 years previous. An appeal was immediately made by the officers to the people to repair as far as possible the loss, which was done. *Helena Herald*, Dec. 30, 1875, and Jan. 27, 1876.

A historical society was founded in 1864. There were masonic orders and a temple whose corner-stone was laid in 1872, with appropriate ceremonies; odd fellows' societies, with a temple founded in July 1879, on the 60th anniversary of oddfellowship in America; and a library association founded in 1868, by subscriptions, the proceeds of lectures, and other means. The first officers were James King president, C. Hedges vice-president, J. L. Douglas recorder and secretary, Charles W. Fowler corresponding secretary, S. H. Bohen treasurer, J. W. Whitlatch, Wilbur F. Sanders, J. H. King, T. E. Tutt, and William Rumsey board of trustees. The contribution of books in the first few weeks of its existence was 744, besides a large number of manuscripts and unbound books. *Helena Montana Post*, Dec. 11 and 25, 1868. There was a hospital and asylum sustained by the catholic church, a society of the knights of Pythias, a Hebrew benevolent association, excellent graded public schools, a catholic academy for young ladies, opened in Sept. 1872, a classical school, a Rocky Mountain club; one catholic and five protestant churches, German turn-vereins, and musical societies, extensive water-works supplied by pure mountain springs, electric lights and fire-alarms; iron-foundries, wagon-factories, saw, grist, and planing mills, telephonic communication with mining camps 50 miles distant, two excellent daily newspapers, and a general style of comfortable and even elegant living vividly in contrast with the cabins of

original Jeffersonian idea of a highway to the mouth

Taking 1883 as a point in time when the railroad era was fairly begun in Montana, twenty years after the discovery of Alder gulch, we have the country producing, aside from its minerals, 745,500 bushels of wheat, 1,614,000 bushels of oats, besides large crops of barley, potatoes, and garden vegetables; and owning 74,560 horses, 5,254 mules, 21,000 milch cows, 378,813 stock cattle, 524,440 sheep from which 2,637,000 pounds of wool were shipped. Of these, 50,000 cattle and 10,000 sheep were sent to market. The value of the stock on the ranges was $16,867,972. The sales aggregated between two and two and a half million dollars, besides those consumed at home. The value of the stock raised brought the income of Montana from livestock alone up to $3,000,000. *Montana Husbandman; Portland West Shore*, March 1884. The increase from this kind of property being rapid, the total value in the autumn of 1885 is put down at $30,000,000. With her bread and meat raised entirely within her own borders, with the question of cheap and quick transportation settled, and with millions coming in for beef, mutton, wool, butter, lead, silver, and gold, nothing was lacking but an honest and careful administration of county and territorial affairs to place Montana in a position to be admitted to the union, and to take rank at once as a wealthy state. Although still too soon to look for manufactures of importance, there was every facility for their maintenance in the water, forests, salt, iron, copper, wool, lime, coal, marble, hides, and other materials. Helena turned out Concord coaches and excellent farm-wagons. The annual report of the auditor of Montana for 1880 gives 18 grist-mills, manufacturing 147,000 sacks, or 588,000 pounds, of flour; 57 saw-mills, cutting 20,952,000 feet of lumber; 3 foundries, making 284 tons of castings; 11 wagon-factories, manufacturing 23 carriages, 20 of which were made at Helena; 42 carpenters' shops, and 16 saddlers' shops; with an aggregate of all amounting to $45,500. Lime-works, tanneries, furniture-shops, dairies, etc., are not enumerated. Population, which was first of all needful, was quoted in 1880 at 39,157, but soon rapidly returning to the 60,000 of the flush mining times of 1865–6.

In 1886 the territorial auditor, J. P. Woolman, reported 4,115,457 acres of land under improvement in Montana, valued at $9,898,470; and 33,954 town lots improved, valued at $8,997,460; or $18,895,930 as the value of real estate, not including mining ground. In the thirteen counties there were 127,748 horses, valued at $4,333,595; 663,716 cattle, valued at $13,347,815; 968,298 sheep, valued at $1,952,728; 2,121 mules and asses, valued at $116,-145; and 18,837 hogs, valued at $75,713; or stock worth $19,825,999. The capital invested in manufactures was $296,700; in merchandise, $3,493,976. The value of personal property in the territory was $6,615,405.82. Altogether, the real and personal property of the territory, as assessed in 1886, was $55,-076,871.53, an increase since 1883 of $10,378,410.25. There were 16 flour-mills and 91 saw-mills in the territory; 158 blacksmith shops, 5 foundries, 21 silversmiths' shops, and 43 reduction furnaces. The flour manufactured was 141,500 sacks; the number of feet of lumber sawed was 94,777; castings made at the foundries, 2,605; value of saddlers' work in 27 shops, $221,000; the bullion produced in the furnaces was 21,481,615 pounds, valued at $18,-542,498.85. The coal produced in the territory from 16 mines was 1,563,350 bushels.

It will be noticed that the production of flour, lumber, and coal in 1886 was insignificant in proportion to other sources of wealth. Although lumber and coal production has increased, the same disproportion has continued to the present date, the railroads importing these commodities, and exporting such as are more abundantly produced in the territory. From the report of Gov. White made in 1889, and acknowledged to be imperfect, it appears that there were in 1888 4,882 farms in Montana, and that on 26,155 acres were raised 770,200 bushels of wheat, or between 28 and 29 bushels to the acre. On 84,978 acres were raised 3,026,572 bushels of oats, or between

of the Columbia, and thence to China. No other

35 and 36 bushels to the acre. Over half the total amount of grain raised was produced in the two valleys of Bitterroot and Gallatin. This was not alone because of the greater fertility and better facilities for irrigation, but because those valleys lie contiguous to mining centres which furnish markets for farm productions.

Owing to heavy losses in cattle and other stock sustained in the severe winter, of 1887, the increase, except in sheep, has been slight, the showing in 1888 being 142,040 horses, an increase of only 14,256 in two years; while in cattle there was still a loss of 175,249; but in sheep there had been a gain of 185,473. The wool clip of 1888 reached ten million pounds, and sold for about $1,600,000. The same year Montana exported and consumed beef, mutton, live-stock, hides, pelts, lumber, coal, and farm products of the value of $30,000,000. Add to this $40,487,000 in gold, silver, lead, and copper produced in 1888, and we have over $70,000,000, which, divided per capita among her population of 140,000, would give every inhabitant the sum of $500, which is a higher standard of wealth than that attained by the majority of commonwealths.

This abundance does not come, as we have seen, from the agricultural resources of the state, which are still undeveloped, but from its mines. The principal mineral lodes as at present developed are in Silver Bow, Deer Lodge, Lewis and Clarke, Beaver Head, and Madison counties, although minerals exist in almost every part except the most eastern. There are in operation in 1889, 10 gold-mills, 18 silver-mills, 7 lead-smelters, 8 copper-smelters, and 25 concentrators, the combined capacity of which is 5,000 tons per diem, and as soon as the Anaconda new smelter is completed, 7,000 tons. The number of men directly employed in mining is estimated at 10,000, and number of persons indirectly supported by mining and its cognate industries, 75,000. The dividends paid by mining companies in 1889 amounted to $4,000,000.

The production of lumber from 98 millsfor 1888 was 67,474,575 feet, and for 1889, 150,000,000 feet, all of which was consumed in the territory, a proof of rapid building and other improvements. The value of this product at $15 per thousand was $22,500,000. The area of timbered lands in Montana is variously estimated at from 34,000 to 40,000 square miles. The increasing use of wire fencing, of coal and coke instead of charcoal in smelting-furnaces, and of coal by the railroads, will enable the state to preserve its timber supply for a much longer period than it otherwise would. The forests, however, have suffered heavy losses by fires during the dry summer weather, when Indians, hunters, tourists, teamsters, and prospectors, by carelessness in leaving camp-fires, cause the destruction of more timber than would supply the whole population for a generation.

Wages in Montana were high, even at this period, bricklayers receiving from $5 to $6 per day; stone-masons, $5; plasterers, $6; carpenters, $3.50 to $5; miners, $3.50; and tradesmen generally from $3.50 to $5. Teamsters were paid $75 by the month; male cooks, from $50 to $100 per month, and all domestic service proportionately high; prescription clerks, $100 per month; dry-goods clerks, $65 to $125; bank clerks, $100 to $125; stenographers and type-writers, $100; male school-teachers and principals, $75 to $150; female teachers, $50 to $75; printers, 45c and 50c per M; book-keepers, $75 to $150.

'The laws of Montana,' says Gov. White, 'are especially in the interests of wage-workers. They give them preference, and make their wages a lien for all sums earned sixty days prior to any assignments to the extent of $200.' The same preference is given to claims for wages against the estate of deceased persons, coming first after funeral expenses, expenses of administration, and legal allowance to the widow and minor children; also in case of execution, attachments, and writs of a similar nature issued against persons or corporations. The constitution adopted in 1889 also has an article in the interest of labor, as follows: 'The legislative assembly may provide for

route or road was ever the theme of so much argument, eloquence, and poetry.[2]

The advent in the territory of the Union Pacific and Northern Pacific gave a wonderful impetus to every branch of industry, and encouraged the construction of other lines. In 1889 there are three transcontinental railroads within its boundaries, each doing a profitable business. Numerous short branches or feeders have been extended to mining centres or agricultural valleys, and several local roads are rapidly being constructed by home companies.[3] The third of

a bureau of agriculture, labor, and industry, to be located at the capital, under the control of a commissioner appointed by the governor, subject to the approval of the senate....It shall be unlawful for the warden or other officer of any state penitentiary or reformatory institution in the state of Montana, or for any state officer, to let by contract to any person or persons or corporation the labor of any convict within said institutions.'

[2] The general government has done very little for Montana in the matter of roads and routes. In 1864 congress made a small appropriation, and sent an expedition from Sioux City by the way of the Niobrara and the Black Hills to Montana, under the charge of Capt. Sawyer, who that year escorted a considerable train of immigrants to the gold mines. He came into the old immigrant road near Red Buttes, and left it near the head of Big Horn river, trevelling to Virginia City by the route afterwards known as the Bozeman road, which the Indians finally caused to be closed. The money appropriated for improving the Missouri and Yellowstone rivers in more recent years has been almost wholly expended beyond the confines of Montana. Some money was used in improving the lower Yellowstone, and also Dauphin's and Drowned Man's rapids of the Missouri, 200 or 300 miles below Fort Benton. A small amount was expended in 1882 by Capt. Edward Maguire, U. S. Engineers, above the Falls of Missouri, but to little effect, owing to meagreness of the appropriation. The Missouri Navigation Company, formed in 1879 with the design of navigating the river above the Falls, never carried out its plans, although a steamboat was placed upon that portion of the river in 1883. The Benton Transportation Company's line plies on the Upper Missouri between Bismarck, Dakota, and Fort Benton, and for many years has been the only form of steam transit in the Upper Missouri country. It has a remarkable record, never having had a passenger lost or maimed on its boats. In 1887, up to the middle of August, 38 up trips had been made, and 16,750,000 pounds of freight carried, valued at $1,500,000. The down freight of 800,000 pounds was valued at $800,000. Number of passengers carried, 700. The same company does business between Bismarck and Sioux City. The Yellowstone is sometimes navigated as far west as Billings, but navigation is impracticable upon it except during the months of June and July. Competition with the N. P. R. R., which runs for several hundred miles along the river, would be unprofitable, and no boats are built exclusively for this river. The tonnage of the Missouri river in 1888 amounted to 4,000 tons, 1,000 of which was in exports of wool, hides, and furs.

[3] The home companies which completed their roads before 1889 were the Montana Central and Montana Union. The Montana Central company was organized by C. A. Broadwater, backed financially by the St Paul, Minneapolis, and Manitoba company. The Montana Union is a later enterprise. The former connects with the St P. M. & M. Co.'s road at Great Falls, and

those was the St Paul, Minneapolis, and Manitoba railroad, running from St Paul, Minnesota, to Great Falls, Montana, with the intention of extending its line to the lower or northern end of Puget Sound. So true is it railroads create the business they thrive upon that each of all those in Montana were earning good receipts. The imports into Montana by the Northern Pacific in 1888 were 132,696 tons; the exports, 100,181 tons. The business of the Union Pacific was 55,833 tons imports, and 47,990 tons exports, the local business of handling ores, coal, lumber, and merchandise not being included in the tonnage, but which far exceeds the through freight in amount. The value of the exports from Montana in 1888 were reported by the governor, "at a very conservative estimate," as being $45,750,000. These consisted of gold, silver, copper, lead, beef-cattle, horses, sheep, wool, hides, pelts, etc.

One of the latest developed resources of Montana is coal, which until the advent of railroads could not be profitably mined. It is now known that along the eastern bases of the Rocky Mountains coal of excellent quality exists in practically inexhaustible quantity. The mines on Rocky Fork, in Park county, in 1888 produced 500 tons per day; those of Sand Coulée, in Cascade county, 500 tons; and those of Timberline, in Park county, 200 tons daily. Choteau, Beaver Head, and Gallatin counties are also rich in

runs to Helena and Butte, with a branch from Silver City to Marysville, in Lewis and Clarke county. The Montana Union runs from Garrison, on the N. P. R. R., to Butte, with a branch from Silver Bow to Anaconda. The roads under construction in 1888 were the Niehart branch of the Montana Central, 50 miles; the Northern Pacific and Montana, from Gallatin to Butte, 70 miles; Elkhorn branch of N. P. R. R., 20 miles; from Missoula to Idaho, N. P. R. R., 110 miles; Sappington to Red Bluff, 20 miles; Harrison to Poney, 10 miles; Helena to Granite Quarry, 2 miles; total, 283.5 miles. The roads surveyed, but not commenced, were the Manitoba Extension from Great Falls to Missoula, 125 miles; Oregon Railway and Navigation Co., from Idaho boundary to Missoula, 115 miles; N. P. R. R. branches, from Billings to Fort Benton, 200 miles; branch to Castle Mountain, 65 miles; Big Horn and Southern, 115 miles; Billings and Clarke's Fork, 60 miles; Garrison to Missoula, 80 miles; Missoula to Idaho boundary, 110 miles; total, 870 miles.

coal. The output during the year ending June 30, 1889, was 118,000 tons, and this amount was expected to be doubled in 1890.

The most serious drawback to the general prosperity of the last decade was the great loss of cattle in the extraordinarily severe winter of 1886–7. The previous season had been one of unusual drought, in which large areas of forest were burned over, destroying timber to a large amount, and adding by heat and smoke to the discomfort of men and animals. This was followed by terrible winter storms, high winds, deep snows, and extreme cold, prevailing for a period long enough to destroy cattle valued at several million dollars. The loss resulted, as such losses usually do, in better provision for the support and safety of herds during these occasional inclement seasons. The increase of stock on the ranges since 1886–7 has not yet brought the number up to the previous amount, judging from the assessor's returns, although it is probable that with so many railroads carrying stock out of the territory fewer remain upon the ranges than heretofore.

Mining continues to be the leading industry of the Montana people. Notwithstanding the low price of silver, copper, and lead, an ever-increasing amount of capital has sought investment in mines, giving them a remarkable development from 1886 to 1889. In 1883 a table prepared from official returns gave the amount of gold and silver produced in the United States at more than two billions of dollars. It placed California first, with an accredited product of over one billion. Montana came third in the list, with a trifle more than $468,000,000, as a total of the production of its mines for twenty years, an average of $23,400,000 annually. The output of 1887 was about $30,000,000, and that of 1888–9, $41,000,000, which makes Montana the leading mining state of the union. The single camp or mining town of Butte, in Silver Bow county, where are located silver and cop-

tain ranges. Here are the great cataracts of the Missouri, having a total fall of 512 feet. The first, or Black Eagle fall, has a sheer descent of 28½ feet, and an available fall of 54 feet, which will be utilized the present year (1889). The Rainbow fall has a perpendicular descent of 49 feet; Colter's fall, 14 feet; Horse-shoe fall, 20 feet; and the Great fall, 100 feet, with rapids between—the whole constituting a water power unequalled. Coal, iron, and limestone abound within a few miles of the new town of Great Falls. The advantages of the place have been recognized, and a million-dollar smelter has been erected, with a capacity for reduction of 250 tons of ore daily; although the works are only one fourth their proposed size, as it is intended to make this the largest smelter for the reduction of silver-lead ores in the world. The population of Great Falls is 2,500, and its improvements, exclusive of the Manitoba and Montana Central railroad properties, are valued at $2,500,000. There is a branch railroad line to the Sand Couleé coal mines, where 350 persons are employed, and will be extended to the silver, copper, and Galena mines in the Belt range. A stone and iron wagon bridge 1,000 feet long spans the Missouri at Great Falls. The town is a shipping-point for stock and wool. About 29,000 sheep, 10,000 cattle, and 1,000,000 pounds of wool were shipped from there in 1888. It has been incorporated as a city, has water-works in progress, has a large saw and planing mill, the largest flour-mill in Montana, two agricultural-implement

position of secretary of the Virginia City and Truckee Railroad Co. In 1885 he removed to Anaconda, where he became cashier of the 1st National bank. In Aug. 1889 he was nominated state senator from Deer Lodge co., and elected.

C. A. Broadwater, born in Mo. in 1840, had limited means of education, and when 17 years of age began clerking for a commission firm in St Louis. In 1859 he went to Colo, and in 1864 came to Montana, where for 4 years he was wagon-master of the R. Freighting Co. In 1868 he purchased an interest in the business, and was actively engaged in it until 1879, when he sold out. He then secured the post-tradership at Fort Maginnis, which he retained until 1885, when he located in Helena and organized the Montana National bank, of which he is president.

houses, three churches, and a $20,000 school building. Such is the vigor of Montana's population.[14]

[14] A little personal and territorial history will not be out of place here. About 1881, Paris Gibson, a pioneer of Minneapolis, and who understood the part the water-power of the Mississippi river at the falls of St Anthony had played in the building up of that city, first conceived the idea of founding a city at the Great Falls of the Missouri. His knowledge of this water-power and the surrounding country was chiefly obtained from J. K. Caster of Belt, and late in the above-mentioned year, in company with J. A. Whitmore and H. P. Rolfe, with James Burns as driver for the party, he set out from Benton to personally inspect the described locality. There were no roads, the party experienced difficulty in finding the several falls in order to compare their power, but decided the Great Falls impracticable, and a snow-storm coming on, they returned to Ft Benton. In the spring of 1882, Gibson made several visits to the falls, and in August, with Gov. Edgerton, Charles Gibson, and H. P. Rolfe, selected the present site, and made a preliminary survey of the town preparatory to placing scrip thereon. Soon after, Gibson formed a partnership with James J. Hill, the railway magnate. During the winter, additional land was filed on, and when all was secure, in 1883 a final survey of the town was made, Paris Gibson and Jerry Collins, with Rolfe, marking out the position of the principal business street, which was called Central Avenue, and was made 90 feet wide, all the other streets and avenues being 80 feet in width. In the autumn of 1883, John Woods erected the first log-house, on Tenth Ave. South. In the following April, Rolfe built the first frame-house, and George E. Huey the second, after which the town company's secretary, H. O. Chowen, commenced erecting an office, and Walker & Carter a restaurant, partly of boards, and partly of canvas. Liberal advertising was restored to. In the mean time the coal mines at Sand Couleé were being opened, and quite a village was growing up there. In the mean time, also, James J. Hill was maturing his plans for bringing the Manitoba railroad to Great Falls by 1888, 700 miles across the great Indian reservation north of the Missouri. During the summer, Col Dodge of Helena visited the Falls and quietly selected the route of the Montana Central. The firm of Murphy, Maclay, & Co. opened a store at Great Falls, with W. P. Wren in charge. This was followed by Beachley Bros & Hickory's store. E. B. Largent had a store on the opposite side of the river, and William Wamer opened a restaurant which served for the hotel of Great Falls for some time. In 1885 Will Hanks, who had been publishing the *Rising Sun* at Sun River, moved his plant to the new town, and on the 14th of May began the issuance of the *Weekly Tribune*. A school district was organized this year, a school-house built, and Gibson, Rolfe, and Lee were the first trustees of the district, Rev. J. M. Largent being teacher. A saw-mill was erected by McClay & Myers, and they, with Holter & Co., furnished lumber for the improvements of the town. Its growth was slow until, in the winter of 1885–6, word came that engineers were surveying a railroad line through Prickly Pear cañon, revealing the purpose of the Montana Central company. From this time the growth was more rapid and assured. In 1866 the town had 600 inhabitants. By great exertion, the Manitoba railroad was completed to Great Falls in October 1887, when a great celebration testified the satisfaction of the people. In November the road to Helena was opened. Truly the ways of the 19th century town-builders resemble not the ways of their ancestors of even one century ago. Some opposition was offered in the legislature to the organization of the county of Cascade, but the measure was carried through in 1887, and the county officials were sworn in on the 21st of Dec. The first board of commissioners consisted of Charles Wegner, J. A. Harris, and E. R. Clingon; sheriff, C. P. Downing; county treasurer, A. E. Dickerman; probate judge, H. P. Rolfe; clerk and recorder, J. W. Matkin; assessor, R. T. Gorham; attorney, George W. Taylor; supt of schools, Miss Bessie Ford.

Digitized by Google

Benton has 1,000 inhabitants, and is a well-built, thriving town. A substantial iron bridge 875 feet

The events of 1888 were the completion of the wagon-road and railroad bridges, the establishment of great reduction works, the holding of two terms of court, which cleared the moral atmosphere to a considerable extent, the building of a jail and two churches, the completion of the Sand Couleé railroad, the creation of a board of trade, and the erection of a large number of business buildings, the public-school edifice, and two hotels, one of which is among the best in Montana. Another newspaper, the *Leader*, was established June 16, 1888. In October the city was incorporated, and Paris Gibson chosen mayor. A hundred years from now, when Great Falls is a great city, these details of its origin will not be without interest or value, but quite the reverse.

Paris Gibson came to Montana in 1879 to engage in sheep-raising, and his consequent observations of the country led to his fortunate investment in land at the falls of the Missouri. I have no data concerning his previous life.

Hon. H. P. Rolfe was born in Vt in 1849, and educated there, choosing law for a profession. He came to Montana in 1876, and was for two years supt of public schools in Helena. During 1879 he was managing editor of the Butte *Miner*. He next removed to Fort Benton, where he practised law, but in 1884 located permanently in Great Falls. He was elected probate judge in 1886, serving one term, but prefers to keep out of politics.

George W. Taylor was born on a farm near Lexington, Ky, in 1853, raised and educated in his native state, where he also taught school for several years. He came to Montana in 1883 and studied law with Hon. J. K. Toole, being admitted to the bar in 1884. Immediately he located at Great Falls, the first lawyer there. He was appointed county attorney on the organization of Cascade co., and in 1888 elected to the same position. He was a candidate for reëlection on the state ticket of 1889.

E. G. Maclay was born in Penn. in 1844, and removed with his parents to St Louis when a child. He came to Montana in 1863, and for twenty years was engaged in freighting, after which he entered mercantile life. He was the first merchant in Great Falls.

Ira Myers, born in Ohio in 1839, went to Colo in 1859, and came to Montana in 1863. Mining and cattle-raising was his business until 1884, when he erected a saw-mill at Great Falls, and has been in lumber business ever since. He was one of the organizers of the Electric Light Co. of Great Falls, of which he is president, and is one of the principal owners in the water-works.

H. W. Child was born in 1855 in San Francisco, and educated there, being a clerk in the stationery-house of H. S. Crocker & Co. from 1870 to 1875. He came to Montana in 1876, engaging in various enterprises until 1882, when he became general manager of the Gloster and Gregory mines. In 1887 he removed to Great Falls as manager of the Montana Smelting Co.

H. O. Chowen was born in Minneapolis, Minn., in 1859, and educated there. He came to Great Falls in 1884, in the employ of Paris Gibson. In 1885 he organized the Cataract Mill Co., to which he gives his special attention, but is largely interested in city real estate.

J. H. Fairchild, born in Maine in 1856, removed to Minneapolis at the age of 9 years, and was there educated. He studied medicine and graduated from the Pennsylvania Medical College in 1880, and was surgeon of the Phila hospital for two years. He then practised a year in Minn., after which he came to Great Falls, where he now practises his profession. He was elected mayor in the spring of 1889.

A. G. Ladd was born in Maine in 1851, and educated in his native state. He studied medicine at the Maine Medical College, Portland, graduating in 1878. He came to Montana and purchased a cattle rancho in what is now Cascade co. in 1883, living on his land and practising his profession. When Great Falls was organized he removed to the town, but retains his land and stock.

long spans the Missouri at this place, at a cost of $65,000. The town has electric-light and water-works systems, a fire department, board of trade, a public-school building costing $33,000, a court-house costing $60,000, two fine hotels, one costing $50,000, and a First National bank building costing $20,000, besides private banks, handsome mercantile houses, several churches, a hospital, and other evidences of the intelligence and prosperity of its citizens. Benton is in the wool-growing district of Montana, and the town is supplied with wool compressors and warehouses for the convenience of shippers. But although the counties of Cascade and Choteau have been regarded as grazing districts, good crops of cereals are raised upon the bench-lands, as well as in the rich soil of the valleys bordering upon streams, and the quality of the upland grain is superior, while thirty bushels to the acre is garnered from land that has not been irrigated. It is but recently that the value of these northern plateaux for farming purposes has impressed itself upon the consciousness of a people chiefly interested in mining and grazing—in gold and grasses—to which should now be added grain. The opening of the great reservation extending from the Missouri river to the boundary of British Columbia has added 18,000,000 acres of government land which is open to settlement, embracing the Milk river valley, traversed by the St Paul and Manitoba railroad. With all these fertile acres, and a transcontinental railway, northern Montana has a grand future, by no means very distant, in which Benton will have its share.[15]

Will Hanks was born in Ohio in 1860. He came to the Sun river country in 1883, and established the first newspaper between Fort Benton and Helena, the *Rising Sun*. In 1885 he removed to Great Falls, establishing the *Weekly Tribune*, but sold it in 1887, and went into real estate business. When, in the spring of 1889, the Cascade bank was organized, he was elected its vice-president, which position he now holds. He is also chairman of the board of county commissioners, to which he was elected in 1888.

[15] Prominent among the citizens of Benton and Montana is John M. Boardman, a native of Ill., where he was born on Dec. 2, 1855. He received a commercial training in the great wholesale house of Marshall, Field, & Co., of Chicago, where he held a responsible position for several years. In 1879 he

The northeastern and eastern portion of Montana remains a great stock range, of which Miles City, in Custer county, is a shipping centre, and the third town in population in the state. A board of stock commissioners, with a member in each county, looks after the administration of the written and unwritten laws concerning the sole industry which rivals mining in Montana,[16] and to which a very large amount of its

removed to Montana, where he engaged in the cattle business in the vicinity of Fort Benton. In 1885 he merged his stock in the Milner Live-stock Co., whose herds are among the largest in the state. As vice-president and manager of this company he has contributed largely to its prosperity, and aided perhaps more than any single individual in building the cattle interests of northern Montana. As an instance of his popularity, it may be mentioned that he was elected in 1889 to the first state legislature of Montana, and was also the first republican elected in Choteau county to any legislative office.

C. E. Conrad was born in Virginia City in 1850, and there was raised and educated. At the age of 18 years he came to Montana, arriving at Fort Benton June 30, 1868. He began life here as a clerk in the employ of J. G. Baker & Co., of which he is now a member. In 1882, when the First National bank of Fort Benton was organized, of which W. G. Conrad is prest, he was chosen vice-prest, which office he still holds. He is also largely interested in cattle and sheep, owning an interest in the Benton and St Louis Cattle Co. He was a member of the state constitutional convention of 1889.

Joseph A. Baker is a son of the J. G. Baker above referred to, who was born in New Haven, Conn., in 1819. He was a pioneer in the west, having been a post-trader in Iowa, Kansas, and Montana. He came to Fort Benton in 1866, and established the business which still bears his name. In 1880 the father retired to a home in St Louis. Joseph A. was born in Westport, Mo., in 1850, but came when a lad to Fort Benton, where he assisted his father in his business until 1878, when he engaged in the cattle business for himself, continuing actively in it until 1886, when he was elected cashier of the First National bank of Fort Benton, in which office he remains. He was elected state senator from Choteau co. to the first state senate of Montana.

John W. Power was born near Dubuque, Ia, in 1844, and remained on his father's farm until 20 years of age, when he went to Fort Randall, Da, where his brother, T. C. Power, was a post-trader, remaining in his employ until 1867, at which time both came to Fort Benton, and went into business together under the firm name of T. C. Power & Bro., which firm is still in existence. T. C. Power resides in Helena, but John W. is permanently located at Benton, where he has large interests.

Jere. Sullivan was born in 1843, in Ireland, 30 miles from Cork. In 1850 his parents immigrated to Canada, where he was educated. At the age of 18 years he came to the U. S., residing for a time at various points until 1865, when he came to Montana, arriving at Fort Benton in July of that year. He followed mining until 1874, when he located at Fort Shaw, on Sun river, where he opened a hotel, remaining there until 1879, when he removed to Benton, where he again kept a hotel. He was elected mayor of Benton in 1886 and 1887, and was chairman of the republican county committee in 1888 and 1889. He is owner of large interests in Fort Benton.

[16] Prominent in that district, which was formerly in Choteau co., but in that portion which is now Fergus co., at Fort Maginnis, on the east flank of the Judith mountains, is Granville Stuart, president of the board of stock commissioners. Stuart has been frequently mentioned in the early part

100,000 acres; for public buildings at the capital, besides the fifty sections, 100,000 acres; and for state, charitable, educational, penal, and reformatory schools, 200,000 acres. With all this, her various resources, her people, and her mines, great is Montana.[25]

[25] There are few early books upon Montana, because in early times it was not much visited, except by miners, who thought little of anything but gathering up the season's spoils and hastening back to home and friends in the east, or who roamed away to newer gold-fields on every fresh excitement. The Montana newspapers contain an unusual amount of good material in descriptive and statistical matter furnished by their editors and correspondents. In 1867 G. C. Swallow, at the request of Governor Smith, made a report upon the resources of the country, which was mentioned in the *Virginia City Post*, Oct. 19, 1867. Meagher visited every part of Montana, and wrote his 'Rides through Montana' for *Harper's Monthly*, 1867. Potts wrote excellent messages on the condition of the country. Military men contributed not a little to eastern journals concerning the unexpected excellences of soil and climate in Montana, of whom Brisbin was one of the most interested. Mullan, from whom I have already quoted as an authority on Washington and Idaho, also mentions Montana briefly in *Miners' and Travellers' Guide*. J. Ross Browne, in his report on the *Mineral Resources*, gives a curtailed history of the discovery and working of the mines of Montana; Goddard, in his *Where to Emigrate*, 1869, gives reports upon the agricultural and mining resources of Montana; in *Hall's Great West*, 1864, 47–54, is a mention of Montana's resources; *Fry's Guide Across the Plains* contains no more; the *Montana Statistical Almanac and Year-book of Facts*, published by Bassett, Magee, and Company of Helena in 1869, was a valuable collection of early historical matter; *Fisher's Advertising Guide*, 1869, contained sketches of the principal towns in the country; *Camp's American Year-book*, some remarks on the mineral resources of the same, p. 500; *Richardson's Beyond the Mississippi*, some travellers' tales and observations; E. W. Carpenter, in the *Overland Monthly*, ii., 385, gives a fair account of Montana as it appeared to him at that period. I have already quoted E. B. Neally, who wrote an article for the *Atlantic Monthly* in 1866, describing a year's observations in the country at that early period, with much ability. In 1867 A. K. McClure of Pa visited Montana, and during that year corresponded with the *New York Tribune* and *Franklin Repository*, entering into the feelings and interests of the Montanians with warmth, and writing up their politics, society, and resources with much frankness. These letters were published in a volume of 450 pages, in 1869, under the title of *Three Thousand Miles through the Rocky Mountains*. Dunraven, in his *Great Divide*, published in 1876, containing an account of a summer spent about the head of the Yellowstone, describes the Yellowstone region and national park. At the 11th session of the Montana legislature an act was passed authorizing the publication and circulation of a pamphlet by Robert E. Strahorn, which gave the first connected, well arranged, and authentic account of the physical features and material resources of the country, from which I have quoted often, for want of a better. Subsequently, Strahorn added a historical prefatory chapter, and enlarged his book, *Montana and the National Park*, which was republished at Kansas City in 1881, with illustrations. In 1882 Robert P. Porter, special agent of the 10th census, published his observations on the industrial, social, commercial, and political development of the west, in a volume of over 600 pages, in which he devotes a brief chapter to Montana's altitudes, climate, and population. In 1883 E. J. Farmer published a volume of 200 pages upon the *Resources of the Rocky Mountains*, which naturally included Montana, devot-

Digitized by Google

ing a dozen pages to a general statement of the resources of that country. In 1883 Henry J. Winser published an illustrated *Guide to the Northern Pacific Railroad*. Remarks upon the climate of Montana, with descriptions of the military posts, may be found in *Hygiene of the United States Army*, published by the government in 1875; *Schott's Precipitation*, containing tables of the rain and snow fall for several years; and *Coffin's Seat of Empire*, 1887, published in 1866. Besides these fragmentary accounts, I have been greatly assisted by information derived from verbal and written recollections and statements here, as elsewhere, in all my historical writings.

Digitized by Google