

is estimated at \$8,000,000. A great increase of bullion product must necessarily follow the introduction of cheap freights, enabling the development of mines heretofore held back by the expense of procuring machinery and the unwillingness of capital to invest in regions too far removed from railroad facilities. Many heavy investments have been made within a few months, and Montana mines are now being considered with extreme favor by capitalists desiring to acquire mining property. Besides the precious metals, copper mines are extensively worked, and true coal, lignite, iron, lead, marble, limestone, sandstone and granite are found in many places.

In addition to its bullion shipment, Montana sent out last year 50,000 cattle, 40,000 sheep, 30,000 hides, 40,000 buffalo robes, 100,000 undressed buffalo skins, many thousand bales of elk and deer skins, and 2,500,000 pounds of wool. The amount of freight received and forwarded by the railroads has not yet been reported, but the quantity was enormous, exclusive of that carried for their own use in extending their lines. The up freight on the Missouri river from Bismarck amounted to 27,481,141 pounds, valued at \$3,110,000; down freight, \$530,093; passengers carried, 5,000. The Missouri must always remain an important commercial highway.

THE NORTHERN PACIFIC.

The greatest factor in the rapid development of Montana during the past three years, is the Northern Pacific railway. In the wake of the iron horse has followed a train of capital and immigration that will soon convert the recently remote mining territory into a populous and wealthy state. Entering from the east, it follows up the great Yellowstone valley to Livingston, a distance of 340 miles, where a branch fifty-four miles in length will continue up the river to the great National Park. From Livingston it crosses the Belt range through the Bozeman pass, a distance of twenty-five miles to Bozeman, following thence the Gallatin and Madison valleys to Helena. The line then ascends the Rocky mountains, crosses the summit through Mullan tunnel, and descends the western slope, following the Little Blackfoot, Hellgate, Missoula and Clarke's fork to Lake Pend d'Oreille, in Idaho. The road thus traverses the whole length of Montana, following for seven-eighths of its course a continuous succession of valleys. The road is now in operation from Lake Superior to Bozeman, a distance of 1,034 miles, and from Portland to a point eighty miles west of Missoula, leaving an unfinished gap of 235 miles, the greater portion of which is already graded. The line will be completed in August and be in full operation in September. If so much has been accomplished by an unfinished road, what may we not expect when the full line is completed?

The Utah & Northern narrow gauge road, running from Ogden to Butte City and Deer Lodge, has been extended to a junction with the Northern Pacific at Little Blackfoot. Three rails are being laid between Butte City and Helena, to allow both narrow and standard gauge cars to be passed.

SCHOOLS AND CHURCHES.

Although Montana has no public school fund except that derived from annual taxation, her schools are excellent, well supported and receive a large attendance. The superintendent's report for 1882 shows the following facts: Average rate

of tax, 3.7 mills; cost of tuition per scholar, \$2.45; number of census children, 10,610; number of scholars enrolled, 6,102; average wages of male teachers, \$75.74, female, \$64.20; average length of school, 125 days; school houses, 143; value, \$149,140; school fund, \$104,127.64. There are also high schools of excellent character in Helena, Deer Lodge, Virginia City, Butte City and Bozeman, and the Catholic denomination has excellent schools in Helena, Deer Lodge and Missoula.

Every leading religious denomination has organizations in the territory, and each town possesses at least one house of worship, often the most costly edifice in the place.

POPULATION.

The population given by the census of 1880 was 40,000, and the vote cast for delegate the same year was 14,156. In 1882, 23,318 votes were cast, which at the same ratio would indicate a population of 75,000, exclusive of Indians. Helena, the capital, is the largest city, the other leading trade centers being Butte City, Bozeman, Miles City, Missoula, Billings, Fort Benton, Deer Lodge, Virginia City, Livingston, Dillon, Glendale, Phillipsburg, Bannock, Marysville, Radersburg, White Sulphur Springs and many smaller places. As the railroads progress new towns spring up, and but a short time will elapse before the valleys of Montana will be dotted with villages and covered with well-tilled farms and happy homes.

IMPORTANT INFORMATION.

The exemption laws of Montana are quite liberal, as they exempt from attachment and execution the homestead of the family, not exceeding 160 acres, and of the value of twenty-five hundred dollars, all wearing apparel of the family, one sewing machine, household and kitchen furniture, provisions and fuel for family use, one horse, two cows with their calves, two swine, fifty chickens, the personal earnings of a judgment debtor for thirty days next preceding the levy of execution or attachment, farming implements, tools of mechanics, library and instruments of professional men, and the dwellings, tools and machinery of miners. The property of widows and orphan children not to exceed the amount of one thousand dollars to any one family is exempt from taxation. Money usually loans at one and one-half per cent. per month. The legal rate of interest is ten per cent. per annum, but written contracts for greater rates can be enforced. A residence of six months in the territory and thirty days in the county entitles any male citizen of the United States, or any foreigner who has declared his intention to become such citizen, above the age of twenty-one years, to vote at an election for territorial, county or precinct officers.

THE QUEEN OF THE MOUNTAINS.

The City of Helena, seat of justice of Lewis and Clarke county and capital of the territory, is the commercial and financial center of Montana. The city lies in the foot-hills at the eastern base of the Rocky mountains, just where the rivulet that flows through Last Chance gulch emerges from the rugged heights, on its way to join the Little Prickly Pear, a tributary of the Missouri river, which is but twelve miles to the northward across the valley of the Prickly Pear. Her environments are grand and beautiful. The great Rocky range embraces it on the west, south and south-east, while the higher range of the Belt mountains encircles the valley on the north and north-east. A sunny eastern exposure, altitude of 4,266 feet, and the protection afforded by the high peaks above, produce a dry, electrical and bracing atmosphere, and a climate most agreeable and health-giving.

Here converge all the stage and express lines of the country, and telegraph communication is had with every principal town and military post, the wires connecting with every main telegraph line from the Atlantic to the Pacific. The present population is about 6,000, and the children of legal school age number 1,270. There are three public school buildings, besides a Catholic institution for boys and girls. The Catholic, Episcopal, Methodist Episcopal, Southern Methodist, Presbyterian and Baptist denominations have neat church edifices. There are four national banks (three of which were organized in the past year), and a telephone exchange, with many members at home and connection with the principal towns and mining camps within a distance of seventy miles. The leading business houses are lighted by the Brush electric system, and the city is well supplied with pure mountain water by two companies. An efficient fire department, with two Silaby rotary steamers and one hand engine, besides hose, ladder and other apparatus, furnishes ample protection from the destroying element.

Helena is a chartered city, with a mayor, common council and all requisite officials, and is efficiently and economically governed. The Masons and Odd Fellows own respectively a large and costly temple and hall, and each order has several lodges. The Ancient Order of United Workmen, Knights of Pythias, Gesang Verein and Turn Verein are fully organized societies, and all are in a flourishing condition, the last two having fine buildings. Ming's opera house is a large stone and brick structure. The United States assay office is located here, and is the most costly building in the city. In the amount of business and earnings during the past year it excelled any other U. S. assay office, while its expenses were the least in proportion to the work done, as is shown by the report of the director of the mint. Besides the public buildings there are very many neat and costly private residences, some of which are presented in our illustrations. The business houses are most substantially built with a view to exemption from fire, and nearly every merchant has a fire-proof warehouse separate from the store building. The business portion of Helena has thrice been consumed by fire, yet the determined will, strong courage and unconquerable perseverance of her citizens have each time rebuilt a better city than the one destroyed. For this reason the emblem of the Phoenix rising from its ashes is emblazoned on her city seal.

Although Helena took its rise and growth from the rich placer mines of Last Chance gulch, yet it is the center of a mineral field, unsurpassed in Montana or elsewhere for the number and richness of its gold and silver bearing quartz ledges. One single lode, the Drum Lummon, was sold a few weeks since to an English company for \$1,620,000. Veins of galena, copper, iron and coal are also found in great numbers. The stamps engaged in pounding out gold for Gloster mine, at the head of Silver creek, twenty-two miles west of the city, number eighty, and the regular yield is twelve to fifteen thousand dollars per month. More than a hundred other stamps are at work at Marysville, Belmont and Mt. Pleasant, twenty-five miles to the southeast. Immense smelters at Wick's and at the Gregory mine produce large quantities of silver bullion, and other smelters will be erected this year at the numerous mines at the head of Ten Mile creek, eighteen miles from the city, and vast quantities of bullion will be produced and shipped to the east to be refined. The lack of transportation has heretofore prevented the construction of smelters, because of the great cost of sending bullion and ore to the east for treatment; but with the completion of the Northern Pacific to Helena the coming summer, many mills and smelters will be constructed in this vast mineral district, millions of dollars will be invested in mining, and Helena will become the great mining center of Montana as Denver is of Colorado.

Almost from the first year of her existence, Helena has been the commercial center of the