

THE WARDS OF NOBODY.

Canadian Cree Either Want Citizenship or Some Reservation to Live On.

The Governor Sends Their Request to the Authorities at Washington.

United States Declines Responsibility and Montana is Unwilling to Assume Any in the Matter.

A communication from the Canadian Cree Indians, now in Montana, asking either to be admitted as citizens or to be allowed a reservation on which to live, has been referred to the late for deposit at Washington by Gov. Richard, to whom it was addressed. These same Indians made an application to the clerk of the court of Cassia county last June to be allowed to declare their intention of becoming citizens. Their application was rejected. Then they wrote to the governor, who found he had no authority to act in the matter, and referred their petition to Washington. It is extremely doubtful, in the light of past experience, whether anything will be done by the federal authorities. There have been about 260 Cree Indians in Montana for about eight years. Many have supposed that they crossed the line from Canada about the time of the Riel rebellion, in order to avoid the consequences of participating in that uprising. This, however, is declared not to be the fact. Some or them, it is claimed, came before the Riel rebellion and others afterwards, but that event, it is stated by the Indians themselves, had nothing to do with their crossing the line into United States territory. However that they may be they are here, and in the absence of any other explanation, the most reasonable supposition is that they came because they would rather be wards of this government than stay on British soil and under its rule.

The Canadian Cree now here are in a somewhat peculiar position. In one way they are better off than the Indians of the United States, in that they can come and go as they please and there is no agent to interfere with their movements. In another way they are worse off, since this government has officially declined to assume any responsibility for their care on a reservation, and feels no moral or legal obligations to provide them with blankets, food or hunting grounds. When Gov. Toole was in the executive office he stated in a communication to the authorities at Washington that the Cree were not a desirable lot of people to have traveling around Montana; but that as the state had no control over Indians the federal government should look after them. It was stated that they were deported over the line into Canada, where they belong. The commissioner of Indian affairs, the interior department and the department of state and the answer come back that the Cree were not under the jurisdiction of the United States authorities and that the general government could do nothing toward or against them. Since Gov. Toole's death, Richard came into office he has renewed the agitation and has met with the same success, or want of success, that attended Gov. Toole's efforts. As the general government disclaims all responsibility and the state government does not care to assume any, it looks as though the Cree would be allowed to wander over Montana as they see fit, exempt from all laws and liable for all crimes and killing game in or out of season as they need it.

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HOW TO SEE THE WORLD'S FAIR.

Suggestions as to the Most Convenient and Economical Methods.

When you go to the World's fair do not take a trunk with you if you can possibly get along without it. Pack your few necessities in a hand bag or grip and carry it along with you. You will never know what a lot of annoyance you have been spared in this way. Then get your ticket from Helena to Chicago and the greatest fair the world has ever seen, reading via St. Paul and thence via "the No. 10 western line" to Chicago. "The No. 10 western line" runs three superlative equippers daily from St. Paul to Chicago, leaving St. Paul at eight a. m. daily; 6:25 p. m. daily except Sunday; 8:10 p. m. daily, making quicker time to Chicago than by any other route. When you arrive in Chicago you will find World's fair omnibuses at "the Northwestern line" depot which will take you to the Van Buren street station of the Illinois Central road, where trains for the fair leave every three minutes, where you will find fair omnibuses can be taken for the fair every ten minutes, or you can take a steam ferry from the depot of the Northwestern line direct to the same point on the Chicago river and make connections with the famous wheeling steamer Christopher Columbus for 15 cents. When you arrive at the fair you will find a number of first-class hotels within a stone's throw of the main entrance, and dozens of good restaurants where meals can be had to accommodate the most modest purse. By following these simple directions your trip is bound to be a pleasant one. See that your ticket from St. Paul reads via "the Northwestern line," and remember that by this route you will obtain the best service, the greatest luxury, the most complete comfort.

Attention all, Woodman hall, At Electric hall, Friday, Oct. 13, that's all. Hopsacking cloth for fall dresses, thirty-eight inches wide, all wool, at 45 cents per yard. Will make a cheap, durable and stylish dress. At the Lee Hive. A Comfortable Route. Trains leave Helena daily at two p. m. for Seattle and Great Bend points, Spokane, St. Paul, Minneapolis, and St. Louis, Chicago and the east, also for points in Minnesota and the Dakotas. Buffet cars containing bath room, barber shop, easy chairs, observation windows, library, writing and card tables, smoking rooms, etc. are run in connection with palace dining and sleeping cars, first-class coaches and tourist sleeping cars. Direct connections are made at Winnetka with steamers for Lake Charles and the Okanogan country; at Newport for points on the Pent d'Oreille river; at Bonanza, Ferry with steamers for Kaslo, Altonworth, Seattle and other points in the Kootenai mining district; at Jennings with steamers for Fort Steele. Crosses the Casca e and Rocky mountains in daylight. Beautiful scenery and a road free from dust. Train for Wickes, Boulder and Butte leaves Helena daily except Sunday at 8:50 a. m. Connection is made at Butte to all points on the Union Pacific system. Through train from the east leaves Helena daily at 8:25 p. m. for Butte. For information or publications apply to any agent of this company or General Ticket Agent.

Helena, Mont.

Have you seen those storm surge dress goods at the Lee Hive that are selling at 60c per yard this week?

Removed. Dr. Taylor has moved from the Power block to the Denver block where he will be glad to see all former friends.

At Cost. The entire line of wood heating stoves of Storck & Frensch are being closed out at cost.

DR. PRICE'S Cream Baking Powder. The only Pure Cream of Tartar Powder. No Ammonia; No Alum. Used in Millions of Homes—40 Years the Standard.

JOTTINGS ABOUT TOWN.

Delbert Bedford is happy in the arrival of a ten-pound daughter at his home. Thomas Cross has a force of men at work doing representation work on his claims in the Ottawa district.

The advance sale of tickets for the grand and times character ball to be given Monday evening next by L. S. of the Sons of Veterans is very large, indicating the quite a sum will be netted for charitable purposes.

Thomas H. Sharp has transferred to E. J. Bayles, for \$1, etc., all his interest in the Elvada lodge. William Wiselkman has sold to Herman Gerber for \$175, the Mount Helena quartz lode, in the foothills of Mount Helena.

At a regular meeting of Rocky Mountain Division No. 2 C. R. of A. held on Sunday, October 8th, the following resolutions were adopted: That the regular meeting day from the second and fourth Sunday of each month to the second and fourth Monday at 7:30 p. m.

T. P. Smith, special Indian agent, who has charge of the Flathead agency during the vacancy caused by the death of Major Peter Roman, has turned the office over to Agent Carter, the new appointee, and started for Washington.

The wind blew at the rate of forty-eight miles an hour at one o'clock yesterday, blowing the forty-two mile record made in October, 1891, and beating all records of the weather bureau for any October in fourteen years. Thus 1893 breaks the record for the coldest winter for years, the warmest summer, the heaviest rainfall and the strongest wind.

Charles Straub, an old time miner, who has been in Montana since 1864, met with a serious accident Wednesday while blasting in his mine near Clancy. He was pierced and lacerated by the fuse wire, but the charge failed to go off, and was about trying to attach a third fuse when the blast exploded, the charge striking his hands. He was brought to Helena and Dr. Tracy was called. As the result of the accident St. Paul lost almost the entire left hand and the first finger on the right hand.

Miss Ida Goetsch will return to-day from the east where she has been at school for two years. Her friends will be glad to welcome her home.

Mrs. K. Loeb, accompanied by his mother, Mrs. B. Loeb, and Mrs. Herman Gans and Mrs. Merzha Gans, leave for Chicago to-day.

President Lockey of the Helena Rapid Transit railroad, will leave this week for Milwaukee to attend the annual meeting, held October 18, 19 and 20, of the American Street Railway association, which is composed of the officers and managers of street railways in the United States and Canada. While east he will purchase material and supplies for the improvement of the Rapid Transit line.

Arrivals at the Grand Central. J. T. Darling, Elliston; C. P. Chapin, Castle; Mrs. N. H. Tracy, Bozeman; J. J. Herbert, Hiramark; M. M. Wheeler, St. Paul; W. M. Shyler, Marysville; T. P. Murray, Comot; Mrs. A. M. Aureshead, Butte; A. E. Lathrop, Butte; Mrs. Lizzie Marsh, Butte; A. J. Canfield, St. Paul; J. H. Wilson, Great Falls; T. J. Rowell, Mammoth Springs; Nick East, Great Falls; Leon Pruitt, Townsend; J. Murray, Townsend.

Arrivals at the Helena. Chas. O. Parsons, Boston; Abram Gideon, Cincinnati; J. J. Herford, city; Mrs. J. H. Herford, Lewis-town; Robert Steinhil, city; John K. Korte, Bozeman; W. M. F. B. Butte; R. H. Kington, San Francisco; Mrs. J. W. Taylor, Glendive; Mrs. W. W. Berry, Glendive; Geo. C. Lunt, St. Louis.

Notice to One Shippers. The U. S. Public Sampling Co., of Helena, is again prepared to handle all classes of sampling work, and parties having this class to sell will find it to their interest to interview E. B. Braden, manager, before disposing of their products. We can now pay the market price for all ores, which is only a slight decrease from the prices prevailing before the recent decline in silver, silver computed at New York spot quotations, and not at sixty days' delivery. Correspondence solicited. E. B. BRADEN, Manager, Corner Grand and Jackson streets, Helena.

Buy the Golden Fleece dress goods if you want a cheap and stylish dress, only 15 cents per yard at the Lee Hive.

The celebrated Jackson coat wales can be found only at Butcher & Bradley's, 103 Broadway.

Low Rates via the Northern Pacific. Helena to St. Paul and return, \$60; final limit ninety days from date of sale; no stopover.

Helena to St. Paul and return, \$60; final limit ninety days from date of sale; transit limit in each direction, forty days; with stopover privileges.

Helena to St. Louis and return, \$68; final limit ninety days from date of sale; transit limit ninety days in each direction; with stopover privileges at all points west of St. Paul.

Helena to Chicago and return, \$70; transit limit, forty days in each direction; final limit Nov. 15, with stop-over privileges at St. Paul and points west; return via Union Pacific at passenger's option.

Through Pullman first-class sleeping cars and Pullman tourist sleepers are run from Helena to St. Paul, Minneapolis and Chicago.

For sleeping car reservations and tickets call at the Northern Pacific ticket office, or address, A. D. EDGAR, Cor. Main and Grand streets, Helena.

To Chicago. Via Salt Lake, Gardfield Beach and Denver, Sioux City, Omaha or Kansas City. The World's Pacific line. Elegant Pullman equipment, diners, chair cars and tourist sleepers. Reduced rates and last time.

Call on or address 28 North Main street, Helena, Mont. H. O. WILSON, Freight and Passenger Agent, Helena, Mont.

E. L. LOMAX, G. P. and T. A. Omaha Neb.

Union Pacific Meets the out. First-class, Helena to Chicago, \$32.00; St. Louis, \$30.00; Missouri river points, \$25.00. Use the world's premier line.

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INTERNATIONAL HOTEL. Marcus Lissner, Proprietor. First Class European Hotel. Celebrated Upper Mineral Water. Sure Cure for Indigestion, Kidney and Bladder Troubles, free to guests. Facilities guaranteed in all cases when there is excessive action of the kidneys.

NORTHERN PACIFIC R.R. Runs Through Cars BETWEEN ST. PAUL, MINNEAPOLIS, DULUTH and CHICAGO. AND HELENA, BUTTE, SPOKANE, TACOMA, SEATTLE, PORTLAND.

Pullman First Class Sleeping Cars and Pullman Tourist Sleepers. Elegant Dining Cars ON ALL THROUGH TRAINS. TIME SCHEDULE. In Helena and after Monday, Oct. 2, 1893. TRAINS ARRIVE AT HELENA.

St. Paul, Minneapolis, Duluth and Chicago. AND HELENA, BUTTE, SPOKANE, TACOMA, SEATTLE, PORTLAND.

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We Are Overstocked on BICYCLES. And will give our agents extra inducements for cash orders. BEN HUR, \$75 AND \$90. "CENTRAL" HIGH GRADE, \$135.

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PROFESSIONAL CARDS. C. B. LEBKICHER. FLAT OPENING. Blank Books and General Book Binding. RULING. ONLY FIRST-CLASS BINDING HOUSE. Work Guaranteed. Helena, Mont.

ST. PAUL Foundry Company, Manufacturers of ARCHITECTURAL IRON WORK. Founders, Machinists, Blacksmiths and Pattern Makers. Send for cuts of columns. Works on St. P., M. & M. Railroad, near Corvo avenue. Office 213 and 213 Manhattan Building, St. Paul.

C. M. POWER, Secretary and Treasurer.

SMITH & BLACK. Contractors and Builders. Shop No. 19 Jackson St. Corner Brookridge, next to King's Opera House, Helena, Mont. Do contracting and jobbing business. All orders promptly executed.

STRAYED FROM THE RESIDENCE OF the undersigned, corner of Rodney and State streets, Helena, Montana, on the 4th day of October, 1893, a black and white dog, with the natural mark of that breed of cattle black and white, and no short, flattened or crumpled horns. Any information respecting her will be thank fully received and suitably rewarded. J. K. TOOLE. Oct. 5, 1893.

THIS PAPER is kept on file at the U. S. DEPT. OF COMMERCE, San Francisco, Cal., where contracts for advertising can be made for it.

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