

MINER AGENTS.

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In the House of Commons on the 14th inst. Justin McCarthy proposed an amendment to the Queen's address...

We call attention to our well-written Washington letter in another column. We have perfected arrangements by which we shall be able to place before the readers of the MINER each week a letter from the Capital of the Nation...

Dick Egan, a stone cutter of Troy, is anxious to meet Sullivan in the ring. He says in his published card that he does not wish the champion belt to remain away from Troy...

A company has been organized at Cleveland to introduce a system of tubes in which to convey all electric and telephone wires through the streets...

The House has under consideration a bill providing that the Treasury notes or greenbacks of the United States shall be liable to State taxation on an equality with gold and silver coin...

The Inter-Mountain has gone "drift" in the matter of attempting to disprove what every one knows to be a fact—that silver was demonetized by a trick...

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It has become evident the present apportionment bill will not pass Congress. Its unjustness has provoked a fight against it which insures its defeat.

OUR WASHINGTON LETTER.

A Chapter on Railroads—Bills Introduced Concerning Them—What Our Delegate is Doing—Mines and Mining—Indian Affairs and the Territories, Etc.

Special Correspondence of the Butte MINER. Editor Butte Miner:

Since your section is deeply interested in internal improvements I will begin this letter with

A CHAPTER ON RAILROADS.

There are many bills before Congress concerning railroads, and most of them directly concern the Territories this session, as they all tend to give to those that have not and take away from those that have not. The Union, Central, Southern and Texas Pacific have a sort of monopolistic co-operative association to keep what their sections already enjoy in the way of "land grants" and propose to deprive the North and great Northwest of rail and privileges by depriving the Northern Pacific of its "land grant."

Representative Ellis, of Louisiana, offers a bill to do away with the government directors in the Union Pacific, thus going to show that this road does not propose to have the government keep an eye upon its conduct by reporting its position to competing lines.

Representative Hazleton, of Wisconsin, chairman committee on Pacific railroads, also rushes to the front with a joint resolution No. 105: "To declare certain lands heretofore granted to Pacific railroad companies forfeited to the United States and to restore the same to the public domain."

Senator Cockrell, of Missouri, has offered a bill No. 334, "to provide for an investigation and examination of the accounts of certain land-grant railroads in accordance with the decision of the Supreme Court, and for a full report of the results thereof to Congress."

Each branch of the Legislature continues only half organized, but still have the power to pass any bill in either body. A Republican Lieutenant Governor presides over the Senate and a Democratic Speaker holds the chair in the Assembly.

THE MONTANA RAILWAY COMPANY.

The organization of this company, which was recently effected in this city by the election of a full complement of officers, means much more than may be generally supposed. Most of the stock is held by the Union Pacific Company, and the object of the latter corporation in taking it is to build such railways in the Territory under the charter of the Montana Railway Company that they cannot build under that of the Utah & Northern. The company has a sound financial basis and means business.

THE DEADLOCK AT ALBANY.

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authorizing the Secretary of War to appoint a Commission to consist of two army officers and one civilian, the latter to be a railroad expert, together with one clerk. They are to investigate accounts of all land-grant roads, determine upon a fair reduction which the Government should make from transportation bills rendered since June 30, 1874, or previously, if unsettled, and such services as may in future be rendered, as a commutation of the right to use said roads as reserved by the United States in making the grants.

This Commission is limited to four months time in which to make a report, which if properly compiled, after an honest and intelligent investigation would take almost as many years, because nearly every road that Congress has chartered in the past twenty years has been subsidized most liberally, amounting in the aggregate to hundreds of millions of acres.

Next in order comes Senator Windom, of Minnesota, with bill No. 467, "authorizing the construction of the North Branch of the Union Pacific Railroad Telegraph line, under the act of Congress approved July 2, 1864."

Then comes Senator Kellogg, of Louisiana, with bill No. 972, "creating the Oregon Short Line Railway Company, a corporation in the Territories of Utah, Idaho and Wyoming, and for other purposes."

Representative Cassidy, of Nevada, rushes in with bill No. 2490, "to restore to the public domain the lands granted to the Northern Pacific Railroad Company, because of its failure to comply with its charter and the act of Congress making said grant of land."

The Territories of New Mexico, Washington, and your neighbor on the east, Dakota, are before Congress for admission. The committee to-day held a full meeting and a majority report will be made recommending the admission of Southern Dakota as a State.

On the 8th inst. Mr. Ainelle submitted a report of the committee upon the agreement with the Crow Indians of Montana, accompanying House bill No. 1915. It also includes the correspondence of the Interior Department from May 14, 1880, to January 13, 1882.

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In the House W. M. C. George, of Oregon, contributes his bill No. 2580 to declare certain lands heretofore granted in aid of the construction of railroads forfeited and to open the same for settlement and protecting the rights of any settler thereon.

Hon. H. L. Humphrey's of Wisconsin bill No. 3488 appropriates \$200,000 for the survey of the public lands within the limits of the land grant of the Northern Pacific Railroad company.

These are the principal bills upon the subject of railroads at present before Congress, and they are offered regularly at every session and severally retard the construction of the various roads; increase the expenses of Congress, and the public printer; clog legislation; fill the bellies of the members; make glad the professional lobbyist and New York stock broker, and prove a God-send to the ex-congressman who has been repudiated by his constituents—but, the last thing that will ever be done with them, will be to pass them, as there are honest men enough in Congress to protect competing roads from being destroyed by those who spend their extortionate earnings to monopolize the carrying trade and oppress the people.

Hon. Martin Maginnis, your Delegate, is well and hard at work in behalf of his constituents. As an evidence of the latter fact he has introduced at the present session the following bills, and is earnestly endeavoring to secure their passage, viz: Bills 1918, 19, 20 and 21, for the relief of William Flannery, Chas. L. Dahler, Paul McCormick, Capt. A. C. McCormick (assistant surgeon), and others respectively.

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Geo. E. Roos, Helena, M. T. Pioneer Book Binder. Blank Book Manufacturer, Printer, Ruler and Stationer.

MINES AND MINING. This committee of the House has before it several bills. Mr. Geo. R. Davis, of Illinois, has a bill No. 174 to amend the act authorizing citizens of Colorado, Nevada and the Territories to fell and remove timber on the public domain for mining and other domestic purposes.

Mr. Cassidy, of Nevada, has a bill to "establish a Bureau of Mines and Mining" in connection with the Interior Department, and connected with the geological survey. The object shall be to gather statistics and acquire information upon the subject of mines in the United States, and to disseminate the same.

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THE OZAR. 13 1-2 Cent Cigar in the Market. MR. JOHN PETRITZ, At the Vienna Brewery, Main Street, WALKERVILLE.

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