

THE WEEKLY HERALD.

E. E. FISK, Editor.
THURSDAY, NOVEMBER 18, 1875.

JUDGE ROBERT LAWRENCE.

Death has taken from our midst a valued citizen, an esteemed neighbor, a beloved husband and father. Judge Robert Lawrence ended his earthly pilgrimage at his residence in this city, at the hour of 11 p. m. yesterday, 16th, aged 57 years and 3 months.

Deceased was born near Saratoga, New York, in 1818, on the ancestral estate handed down from father to son for a century and a half of years. The old homestead was part of the famous battlefield of Saratoga, a place associated with the heroic struggles of the Revolution, in which the Lawrences bore well and bravely their part. He received his earlier education at the district and select schools of Saratoga county, at such seasons as farmer boys in his time were customarily spared from sharing in the labors of cultivating the soil. While yet a lad in his teens he emigrated with his father to a new and comparatively unpeopled section of Michigan, where a homestead was wrought from the midst of the wilderness, and near which afterward sprung up the prosperous city of Jackson. Here he studied medicine and law, alternating afterward in the practice of these professions, in which he had become proficient, and which he relinquished at brief intervals only in heed of urgent calls to assume the duties of teacher. He was subsequently called to the office of Judge of Probate, serving in that and other public capacities in Michigan. In 1864 he emigrated with his family to Montana, locating in Alder Gulch, where he opened a law office. He was a member of the original Legislative Assembly which convened at Bannack City, and was chosen President of the Council, which position he filled with fairness and ability. In February, 1865, he removed with his family to Helena, since which time he has been a resident here, following his profession of the law, and enjoying a lucrative practice. He was elected to the Legislature for this county in 1871, by a large popular majority, serving in his capacity as Councilman for two years. He was a member of the Masonic Order of long standing, and as Grand Worthy Chief of the Good Templars rendered excellent service to the cause of Temperance throughout the Territory.

Judge Lawrence was a man of brains and possessed of moral attributes commending him to the confidence and respect of his fellow-citizens. His mental power was equalled by his bodily strength, accompanied by a high moral courage which did not suffer by comparison with his mental and physical prowess. He was public-spirited, and always in the van of enterprises promising good to the people and benefit to the Territory. He was a strong advocate of railway projects, and he allowed none to precede him in the arduous and earnestness with which he urged upon the people generous overtures looking to the realization of such an undertaking for Montana.

The death of Judge Lawrence came suddenly. On Monday he was in court as associate counsel with Col. Sanders trying an important case. The evening of the following day he was stricken down with apoplexy—the last of three attacks of recent date—and soon passed away. His funeral, which takes place to-morrow, will be conducted by the Masons, participated in by the Temperance Orders, the Bar Association of Helena, and citizens generally. Peace to his ashes.

We publish elsewhere a card from United States Marshal Wheeler, controverting the assumption of the *Avant Courier* that the Marshal was concerned in getting together a packed Grand Jury at the October term of the United States Court for the First District, recently in session at Bozeman. The charge or insinuation against this officer or his deputies we consider unwarranted. So far as the Marshal himself is concerned we are confident there could not be the least justification in tacking his name to any such disreputable business. His record for honesty compares favorably with that of any Federal official who has ever held place in Montana. He has summoned during the five or six years of his Administration of the Marshal's office thousands of jurors, and we do not remember of a previous instance where his integrity and fairness has been called in question. The *Courier*, in the present case, has erred, and in justice to Marshal Wheeler it should correct its mistake.

The United States District Attorney, Merrit C. Page, has been the subject of considerable newspaper comment of late. This mainly comes from a politically opposing source, and relates to his action in dismissing the Grand Jury at Bozeman, at the recent term of the United States District Court. While the District Attorney might feel disposed to wholly ignore the attacks, largely of a personal character, originating in the office of the *Virginia City* paper, we do not at the same time see how he can afford to let pass the action of members of the Grand Jury in their arraignment and criticism of his conduct. We think Mr. Page owes it to himself and to his office to make some answer to his accusers, and speak in justification of the course he pursued, if justification he has to make. We have been expecting to hear from Mr. Page in this matter, and shall be much disappointed if he fails to give the public his side of the story. The columns of the *HELENA* are open to a hearing from the United States Attorney. Let him speak out.

HYGEIA—THE MODEL CITY.

At a recent meeting of the Social Science Congress at Brighton, England, Dr. Benjamin Richardson, F. R. S., drew the picture of model city, which the *London Times* printed in full, and which contained many lessons well worth the attention of sanitary reformers and the world at large. His city, which he named Hygeia, has a population of 100,000, living in 20,000 houses. It is built on 20,000 acres of land, with an average of twenty-five persons to the acre. In the business streets the houses are four stories high, but in general no house is higher than sixty feet. The substratum of the city is clay and gravel. There are three wide streets or boulevards, beneath which lies a railway. The minor streets are all wide, planted with trees, and every house has a garden. The public buildings are also surrounded by gardens. The streets are paved with wood and asphalt, and tramways are not permitted. The sidewalks have a slight incline toward the street, and the streets are so arranged that mud or dirt are washed away every day through side openings into the subways, and conveyed outside the city. The living part of every house is on a level with the street; and the walls, which are of brick, are so arranged as to permit a constant current of fresh air. Chimneys are connected with central shafts, into which smoke is drawn; the roofs are almost flat and covered with asphalt. The kitchens are beneath the roof, so that the smell of cooking never offends. In the bedrooms the floors are of wood, over which no carpet is laid. No clothes, shoes or other article of wearing apparel are permitted in the sleeping rooms. The ventilation is conducted upon the most approved scientific principles. The closets are situated on the middle and basement floors and so arranged that a continuous water supply keeps them constantly clean. There are no bars, no saloons; a man seen intoxicated upon the streets is disgraced. Workrooms for the poor are built upon the most approved scientific principles; washing-houses are public, and under the supervising charge of a special sanitary officer. There are model hospitals, of course, and homes for little children are abundant. The houses for the poor and helpless are not different from those of well-to-do people. Those among the poor who can work are provided with plenty to do, and those who cannot are taken care of by the authorities. The city is well furnished with baths, play-grounds, libraries, boarding schools, lecture halls, and places of instructive amusement. There are a sanitary council and sanitary officers, with a competent chemical staff. At a distance from the town are the sanitary works, the water and gas-works, the slaughter houses, and public laboratories. The water is derived from a river which flows to the southwest of the city; the gas is submitted to regular analysis; and a body of scavengers pass every morning through the various districts allotted to them, every portion of manure being removed and transported daily to the city farms for utilization. There is a large ozone generator, through which ozone is manufactured and conveyed into the city for diffusion into private houses for purposes of disinfection. The slaughter houses are all public, and are situated a quarter of a mile from the city. Every animal is inspected before being killed, and the slaughter houses are so constructed that the animals killed are relieved from the pain of death. The dead among the inhabitants are buried in a city made of fine carboniferous earth. They are buried either in basket-work, or simply in the shroud. Monuments are placed in a spacious covered hall or temple. The doctor infers that in his model city infantile diseases, fevers, cholera, small-pox, heart affections, delirium tremens, phthisis, paralysis, and insanity, with other diseases common to modern cities, would disappear, and the rate of mortality be reduced at least one-third. Some diseases, more especially those arising from hereditary causes or fluctuations in temperature would of course remain. The author of this proposed plan for a model city says: "With these facts clearly in view, I must be careful not to claim for my model city more than it deserves; but calculating the mortality which would be saved, and comparing the result with the mortality which now prevails in the most favored of our large English towns, I conclude that an average mortality of 8 per 1,000 would be the maximum in the first generation living under this salutary regime."

The present snow fall and accompanying cold snap admonishes stockmen to look sharply after the safety, or at least the comfort, of their animals. Sheep, at least, should be properly cared for, and sheds prepared for their shelter at night. Observations of the weather philosophers foretold the present snow storm, and the worst is still to come. A still colder spell, according to the authorities, may be expected from now on to the opening of the winter months. Let stockmen guide themselves accordingly. The weather seers, governed in their conclusions by fixed meteorological principles, state "probabilities" ordinarily found to be correct. It is an exception when they are found to have made a mistake, and hence the whole country has come to rely upon their bulletins to learn the peculiarities of the seasons following after. Snow and cold have come, perhaps to remain until spring time, and predicted storms of unusual severity are near. Forewarned is forearmed.

The Constitutional Convention of Colorado will meet in Denver on the 29th day of December.

A CASE came before the supreme Court of New York recently, which illustrates, in a strong way, the absurdity and injustice of the tax-exemption principle. A Female Academy owned fifty acres of land. The assessors thought seven acres would be quite sufficient for exemption under the law that exempts incorporated academies, and proposed to tax the other forty-three acres at a valuation of \$264,500. The academy, of course, claimed the entire tract of land as exempt. The court sustained the assessors, holding that there was no relation between so large a land tenure and the direct purposes of the institution which should exempt the whole from taxation, and that such an exemption would be a fraud against taxpayers. The only practical way to secure an equal system of taxation is to abrogate every exemption law, and make all private property, individual or corporate, bear its just proportion of tax burdens.

RECENT experiments in Europe have made it evident that iron-clad vessels are scarcely less vulnerable than the wooden hulls in those days which were considered numbered. At any rate the resisting power of a vessel's side has not kept pace in the march of invention with new ideas in regard to ordnance. An experiment was tried in Boston harbor on a recent occasion, which gave ample proof of the triumphs of modern skill in gun manufacture. An iron target weighing 96,000 pounds, and composed of wrought iron plates 12 inches thick in all, received the ball from a Viard 15-inch gun, loaded with a 531 pound shot. The distance between gun and target was 1650 yards, or 110 yards less than a mile. The plates were perforated completely. The gun was one cast aside by the Government as worn out, and had been rifled by the Viard process.

THE *Louisville Courier-Journal* is displeased with Allen, Hendricks, and others adopted as leaders by the Democracy. It says: "It was the French custom to disgrace defeated generals. The policy, though vigorous, shielded the army against treason or incompetency. It would be well for the Democracy to treat with similar severity the charlatan who, without capacity, sets himself up as a leader in critical times and makes the success of a great movement the sport of his imbecility, his small vanity or smaller resentments. The Democratic party should now have these Jonahs overboard with a stone about their necks. They should be drowned like so many blind kittens."

In the aquarium of the Botanical Garden at Ghent there is a very large specimen of the Victoria Regia. The head gardener, M. von Hulle, was recently interested in observing the force that was required to immerse the floating leaves in the water. He saw one of them support a child, and another was not even submerged by the weight of one of the gardeners. He was led to experiment as to the limit of this resistance, loading the surface of one of the largest leaves with bricks. It was found to bear a weight of about 760 pounds avoirdupois; that is to say, nearly equal to five men of ordinary stature and corpulence.

THE overwhelming defeat of Tammany in the city of New York, is construed by Democrats as a crushing blow to Tilden and John Kelly. The Republican and Anti-Tammany city, county and Legislative candidates were elected almost to a man. Tammany—the head and front of the Democracy of the State—was all-powerful only a year ago. It made Tilden Governor by a majority of nearly 50,000 votes, and dictated the election to the United States Senate of Francis Kiernan. This year the same Tammany was scarcely able to secure the election of a police justice. John Morrissey and other eminent New York Democrats are now calling upon Schemm Kelly to step down and out and give the party a chance to harmonize next year.

THE work on the great suspension bridge which is to unite Brooklyn with New York seems to be dragging terribly. It was commenced in January, 1870, and was to be completed in six years at a cost of \$10,000,000. The engineer, however, says it will take until July, 1878, to finish it, and it will cost not less than \$16,000,000. There is considerable ill-feeling in Brooklyn because New York has not paid her share of the expenses thus far. The bridge is to be 5,989 feet long, and 85 feet wide. After its completion many of the ferryboat lines will have to vacate the East river.

SECRETARY CHANDLER recently issued the following order: "Hereafter clerks and other employees will be prohibited from making written or verbal recommendations for appointments, and from giving any information relative to vacancies that may exist or occur in any branch of the Interior Department. A violation of the provisions of this circular will be sufficient cause for removal." This order has been posted in various places in the bureau of the Department, and "will be obeyed accordingly."

MRS. STARRETT, of Lawrence, Kansas, propounds the interesting query, "What shall we do with our daughters?" and a farmer in the same propinquity wants to know, "What shall we do with our corn?" The able editor of the *Topeka (Kansas) Blade*, eager to make himself useful and popular with both parties, says, "Let us feed our corn to our daughters."

THE Republicans have thus far redeemed New York, New Jersey, New Hampshire, North Carolina, California, Ohio, Massachusetts, Pennsylvania, Wisconsin, and Oregon.

THE SOUTHERN PACIFIC RAILWAY. The Stupendous Accomplishments of Railroad Engineering.

A member of the Wheeler Expedition, at work on the Pacific slope, writes under recent date: Any one desiring to obtain any idea of the stupendous accomplishments of railroad engineering should spend a few days at Tehachape pass, investigating the operations of the Southern Pacific Railroad Company. About twenty miles of that road is a succession of cuts, fills, and tunnels. Within this distance there are thirteen tunnels, ranging from 1,100 feet to a few yards in length. For the greater of the way the road bed is cut through solid granite. The elevation is so great from the present terminus of the road, at Caliente, to Tehachape valley, that the first mile and a half out of Caliente, is attained by laying down eight miles of track. Higher up in the pass the road runs through a tunnel, encircles the hill, and passes a few feet above the tunnel. After completely encircling the hill, and going half around again, the track doubles on itself like a closely pursued hare, and, after running several miles in the opposite direction, strikes up the canon. This circling and doubling is for grade. Once the track crosses the pass, and this involves the building of a long and very high bridge. I doubt if a more difficult and expensive piece of engineering was encountered on the Central Pacific over the Sierra Nevada than that with which the Southern Pacific is now struggling in Tehachape pass. Another tremendous piece of work is the San Fernando tunnel, which, when completed, will be over a mile and a half in length, and in places over 1,000 feet beneath the surface. Yet the company will accomplish this great work, and run cars through from San Francisco to Los Angeles by the 1st of next July. All the force that can be used is kept at work on the San Fernando tunnel. In the Tehachape pass 5,000 men are employed, and the force is being increased at the rate of 1,000 Chinamen per week.

The Crow Reservation.

[From the *Avant Courier*, November 12.] The news was received here Tuesday that a part of the country lying north of the Yellowstone river had been set aside by the Government as Indian territory and was to be within the jurisdiction of the Crow Agent. The news caused considerable indignation among the people here, and a meeting was called at the Sheriff's office that evening, that an expression of the sentiments of the people might be obtained in regard to the matter. The meeting was well attended, and much feeling was evinced. The assemblage was addressed by Major Pease, Hon. R. P. Vivion, Judge Davis, Mr. Nelson Story, Walter Cooper and General Clapp. The latter gentleman attended for the purpose of hearing the views of our people on the subject, and being called upon by the meeting stated he did not come in for the purpose of making a speech but said, that in view of the trouble he had experienced at the old Agency, from the near location of places where liquor was sold, much of it finding its way by some means to the Indians and employees at the Agency, and after removal to the new location on Stillwater, finding the establishment of similar places contiguous to the Agency, as a preventive measure, he had asked that a certain strip of country lying north of the Yellowstone river (the extent of which he gave to the meeting, embracing much less than indicated in the resolution adopted by the meeting) be placed within his jurisdiction, and to be recognized as Indian country. The order making the cession, he said, specified that it did not require the removal of any settler or settlers now in the country, nor did it interfere with the navigation of the Yellowstone river or the opening of the roads and travel over the same within the new jurisdiction. In making the request that such country be assigned to his agency, he did not anticipate interfering with the lawful rights and privileges of the white man, nor to retard the progress of civilization, settlement, or future prosperity of Eastern Montana. He was glad he attended the meeting, and heard an expression of the citizens of Bozeman on the subject.

The resolutions adopted by the meeting are rather severe and are incorrect in some particulars, but they indicate the feeling of the people here in the matter. The disastrous precedent in closing the Bozeman route, whereby the prosperity of Eastern Montana has been paralyzed for years, and that of the entire Territory checked, caused our people to look with a jealous eye upon all movements having even the semblance of tending to a like result.

Whilst the material effect of this order upon the future prosperity of this section may not be apparent to the casual observer, its moral force cannot be overlooked by our people, for it alone strikes a severe blow against their interests. Whilst the restrictions are limited and the privilege of travel over the county is allowed the white man, the mere fact of its being Indian territory will cause it to be avoided. Even were pre-emptions and settlement admissible thereon, no one would like to run the risk of possible trouble in the future.

Another meeting will be held to-morrow night, to receive the resolutions drawn up by the committee appointed for that purpose. Further than giving the sentiment of those assembled we regard indignation meetings and resolutions as having little effect toward accomplishing any desired end in matters of this kind. A strong petition, properly setting forth the grievances of the people on the subject of the late withdrawal of the country alluded to and designating it as Indian territory, will do more toward having the order revoked than a hundred indignation meetings.

ONE of the novelties in economy that France will show us at our approaching exhibition is a process of manufacturing from refused particles of bread a variety of useful products. A gentleman engaged for some years in the business, is said to have realized a fortune of 3,000,000 francs. He has had an army of men, women and children employed in collecting this waste bread from hotels, restaurants, and private houses. For this five centimes, or penny a pound, is paid. The best and fresher scraps are made into what is called *croûtes au pot*, i. e., square or diamond-shaped pieces, for soups, which sell for fifteen centimes or three cents per pound. The crumbs are made into chapulure, which is used in saucers, and in dressing cutlets and filets. These are sold at thirty centimes or six cents per pound. Last of all the black and hard crusts are powdered into the "noir de pain," which is an excellent and popular dentifrice. This brings at wholesale fifty centimes or ten cents a pound. The material is all so cleaned and purified and the product is extensively used in the best *cuisines*.

CHEYENNE AND MONTANA RAILROAD

The Wyoming Legislature convened on the 2d inst. Among other important measures which that body is expected to favorably consider is one looking to the construction of a railroad from Cheyenne to Montana. A correspondent, Mr. M. O. Healy, speaking of this projected road, says:

"It is of the first importance to the two Territories. To Wyoming it will be of incalculable benefit, opening up, as it will, the very garden spot of the Territory to development and settlement. It will open a region unsurpassed in the country for undeveloped wealth. Vast forests of spruce pine, Norway, and white and yellow pine, cedar and aspen, and other timber, covers all the mountainous parts, while its valleys and plateaus will subsid millions of the domestic animals. To Montana the advent of a railroad is a desideratum long and anxiously looked for, giving her, as it will, a short and direct eastern route and a market for her surplus produce. It will also invite capital and immigration to her fertile valleys and lay the foundation of an assured prosperity, for both Montana and Wyoming. A railroad from Cheyenne to Helena will startle the world in its results. I speak soberly and advisedly upon this subject, having been over the proposed route for three years and know whereof I speak. It would open up the Big Horn country and Powder river region. The former abounds in gold, both in placer and quartz, besides silver, copper and plumbago, while coal and iron is bursting through the soil of the latter, or thrown up high and dry in masses and mountains, as is Iron Mountain, on Chug creek, fifty miles from this city. The importance of a railroad from Cheyenne to Helena is so plain a necessity that it needs no further comment."

LOSS OF THE STEAMSHIP PACIFIC.

A Watery Grave for Passengers, Officers and Crew.

But one Survivor left to Tell the Tale.

The following is the statement of Henry F. Jelly, the supposed only survivor of the steamship Pacific, foundered at sea on her recent trip from Victoria to San Francisco:

Took cabin passage on the Pacific from Victoria, leaving about a quarter past nine on the morning of Thursday, the 4th inst.; there were about 200 people on board; steamed all day against southeast wind; the crew were constantly pumping water into the boats to trim ship; the boats abaft the paddle-boxes had no oars, others had; Between 8 and 9 o'clock in the evening, while in bed, heard a crash and felt a shock as if she had struck a rock; heard something fall as if rocks had fallen on the starboard bow; bell struck to stop, back, and go ahead; went on deck, heard voices say "it is all right, we have struck a vessel;" saw several lights at a distance; do not think they were colored, but paid little attention; repaired to the cabin; noticed the ship took heavy list to port; went on deck to pilot house; heard some one say, "she is making water very fast;" the captain came out of his room and I asked him if there were any blue lights or guns; he said the blue lights were in the pilot house; I got them and burned five; noticed the engines still working, but no one at the wheel; went to the starboard side, forward of the paddle-box, where a number of men were trying to get out the long boat, but could not; went to the port boat forward and helped five or six women into it; tried to get the boat off, but could not move it; think there were about twenty women in it; heard the boats abeam the paddles had got off, but did not see them; think it was about an hour after the steamer struck when she listed so much that the port boat was in the water; I was in that boat, and when cut loose from the davits the boat filled and turned over; got on her bottom and helped several up with me; immediately after the steamer seemed to break in two fore and aft; the smoke stack fell and struck our boat and sunk it; I think about all the women passengers were in our boat and fear they were all drowned when the boat upset; this was about 10 o'clock in the evening; the night was not dark, nor the sea very rough, but we had a fresh breeze; I afterwards left the bottom of the boat, and with another man climbed on top of the pilot house that was floating near; the next morning I got some life preservers floating near the house, and with their ropes lashed myself and companion to the house; saw those rafts, the first had one man on it, the next had three men and a woman; could not make out the other for the distance, except that there were people on it; think we were thirty or forty miles south of Cape Flattery when the vessel sunk; passed light on Tatoosh Island between 4 and 5 o'clock in the evening; myself and companion were on the pilot house all of Friday until about 4 in the afternoon, when he died, and I cut him loose; the sea was running very high, and all day the waves were washing over us; soon after he died I sighted a vessel, called and heard people on the other rafts calling, but the vessel did not come near; on Friday night there was but little wind until morning, when the wind and sea rose; I was then within a mile of the shore of Vancouver Island and sighted two vessels on the American shore, which passed on; about 10 o'clock Saturday morning the Messenger picked me up.

The following named persons are among the passengers lost:

- J. Hellmute and wife, Mrs. Mahon and child, H. C. Victor, G. T. Wining, Fred D. Hard, C. B. Davidson and wife, A. Robbins, T. Allison, O. McPherson, Wm. Maxwell, B. Wood, John Tarhell, Wm. Ammiss, M. Wilson, Wm. Purdary, A. Lang, John G. Todd, John McLanders, Doc. Young, J. Fitzgerald, J. Candon, C. Chisholm, A. Frazer, J. S. Webster, Hurlbert & Rockwell troupe, Miss A. Reynolds, Miss F. Palmer, Mrs. Moore, Mrs. Lawson, Edwin H. Holter, Jas. Lenning, Mrs. Stiles and child, D. McIntyre, O. B. Fairbanks, Capt. and Mrs. Parson, A. B. Oway, W. J. Ferry, J. F. Johnson, Thos. Smith, J. Cochran, S. P. Moody, F. J. Ferrell, M. Summers, J. Cahill, John Watson, Wm. Wells, Jas. H. Webb, Wm. Polley, Colonel Mandeville, wife and child, R. Hudson, H. Clime, E. P. Atkins, Thos. Beverly, H. Layseil, Wm. Morton, John McCormick, John Sampson, Isaac Webb, P. L. Chapman and forty more in the steerage.
- The Pacific was a wooden, side-wheel steamer, of about 900 tons, built in 1851 by W. H. Brown, of New York, and nearly rebuilt by the Pacific Mail Company two years ago. She was docked and surveyed the trip before last; value about \$100,000; cargo, hops and oats, worth about \$25,000; insurance on the ship, \$47,500, divided nearly equally among the Firemen's Fund, Union, State Investment, Commercial, Swiss, Lloyds and New Orleans Mutual companies.