

BOZEMAN AVANT COURIER

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The Avant Courier

JOSEPH WRIGHT, Editor & Publisher

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Times of Holding the Courts of the Territory for the Year 1876.

The Supreme Court at its late session fixed the time of holding the court for 1876, making some changes, as follows: In Helena a first Monday in January and second Monday in August.
FIRST DISTRICT—H. N. Blake, Judge. In Madison county, at Virginia City, third Monday in March; third Monday in September.
In Gallatin county, at Bozeman, first Monday in May, third Monday in October.
SECOND DISTRICT—H. Knowles, Judge. In Deer Lodge county, at Deer Lodge city, second Monday in April.
First Monday in September, (for all causes that can be tried without a jury, except in cases where the parties consent that a special venire may issue to try the same.)
In Missouri county, at Missouri, fourth Monday in June; second Monday in November.
In Beaverhead county, at Bannock, first Monday in June; second Monday in October.
THIRD DISTRICT—D. S. Wade, Judge. In Lewis and Clark county, at Helena, first Monday in March; first Monday in November.
In Jefferson county, at Radersburg, first Tuesday in April; first Tuesday in October.
In Meagher county, at Diamond City, fourth Monday in April; fourth Monday in October.

[Note.—United States Courts are held at Virginia City, Deer Lodge and Helena, at the times the Territorial District Courts are held at those places.]

PROFESSIONAL CARDS.

T. R. Edwards,
ATTORNEY AT LAW—Office next door to A. Lamme & Co's, Bozeman, Montana. Will practice in all Courts of the Territory.

J. J. Davis,
ATTORNEY AT LAW.—Office on Broadway, Bozeman, M. T. Will practice in all Courts of the Territory.

John Potter,
ATTORNEY AT LAW, Hamilton, Montana. Will practice in all Courts of the Territory.

FRANCIS GEISDORFF, M. D.,
Upper Yellowstone, Opposite HAYDEN POST OFFICE.

G. W. Monroe, M. D.,
PHYSICIAN AND SURGEON—Office next door west of Strasburger & Sperry's, Main street, Bozeman, M. T. Tenders his professional services to the citizens of Bozeman and Gallatin county.

Don L. Byam,
ECLECTIC PHYSICIAN—Office in Fridley's building, north side Main street. Having located in Bozeman, ten days his professional services to the citizens of the town and county.

Dr. James Shaw,
U. S. Army, Fort Ellis, M. T., For nearly twenty years a regular Physician and Surgeon of the city of Philadelphia, and for some time a resident Physician of the Pennsylvania Hospital, and Consulting Physician in other public medical institutions of that city, with a number of years experience as a Surgeon in the volunteer service and regular army of the United States. Can be consulted on long standing and chronic diseases at that Fort. The diseases of women and children a specialty.
Dec 10th 1875.

NORTHERN PACIFIC R. R.

A Few Thoughts of an Honest Thinker.

To the Editor Avant Courier:

The Northern Pacific Railroad Company having notified the Governor of Montana that they accept the propositions of an Act passed by the Legislature of this Territory to encourage the construction of the Northern Pacific Railroad in the Territory of Montana. The voters of said Territory will, on the 31 day of April next, be called upon to cast a vote, fraught with more interest to tax payers than any proposal in said Territory since its formation, in my opinion.

Permit me to give a few facts and figures for the consideration of those interested. I understand from the reading of the Act that if the people ratify said proposition we then propose to loan to said Company \$3,000,000 in bonds of the Territory, and they agree on their part to complete the road to the mouth of Shields river in three years from the time the contract is entered into between said company and Commissioners to be chosen by each county. This will bring the road at least 400 miles into the Territory. To secure the payment of principal and interest, which shall fall due hereafter, said company shall pledge all its gross receipts in money or credit for passengers or freight on that portion of its railroad between Bismarck and the terminus of said westerly extension on business originating or terminating in Montana. It is further provided by said Act that said receipts falling, then said principal and interest to be paid by the Territory of Montana; said company to charge the same rate per mile for freight and passengers over said road west from Bismarck as is or may be charged for the same east from said Bismarck; said company to deposit with the Farmer's Loan and Trust Company in the city of New York the whole of said earnings, or so much thereof as may be sufficient to cover the coupons as they fall due, and such further amount as will, with a certain time interest, constitute a sinking fund sufficient to pay said bonds at maturity. And if said Northern Pacific Railroad Company shall be authorized to enter into an agreement with the Northern Pacific Railroad Company, that said Company shall, within two years from the date of such agreement construct at their own cost and put in operation said road from Bismarck in Dakota Territory to the Yellowstone river at or above Glenville bridge, which is at least fifty miles into Montana Territory. And in three years it must be finished to the mouth of Shields river.

Now the question is: Is it the duty and interest of the voters and tax payers of this Territory to vote to incur such an enormous liability, or to reject the proposition, under all the circumstances? For so long as we are, and laboring under numerous disadvantages which we do, I shall, for the following reasons, vote "For approval of the railroad Act—Yes."

First, because I believe the present Company, composed of the bondholders of the road, honestly and in good faith sent a couple of candid agents here to make propositions to our people with a view to procure the use of our credit to enable them to proceed with the construction of the road, which they are not able to do without backing, at this time, owing to the pressure in financial matters.

Second, because I think the Legislature or the members who advocated said measure have taken extra care to guard and protect the people of the Territory against loss by the provisions of said Act.

If the said proposition is ratified by the voters on the 31 of April, then I can see but one way by which we can lose a dollar, that could only arise by cheating unscrupulous Trustees. If we cannot select one good and true man to protect our interests in each county, it matters but little how much our liabilities are. Ruin would only be a matter of time.

Some are saying that the Government of the United States gave to the Northern Pacific Company a liberal grant of land, and they deserve no more aid.

The Company did receive a liberal grant, and for aught I know, there may have been much mismanagement by the former Company. The aid given by the Government at cost it nothing. Since the alternate sections were reserved and are worth more and sell faster as the road is built at \$3 50 than at \$1 25 per acre before. But I am not actuated by a love for the interest of the railroad company but purely from self interest.

To illustrate: Suppose one hundred Grangers settle in the valley of the Big Horn and go to farming, and it proves to be a fertile valley for grain, (as I have no

out it would) But there is not a flouring or saw mill within 200 miles of said valley. A proposition is made that each farmer will donate to whomsoever will a specified time put up a good grain saw mill a good four-year-old horse; and an individual enters into the contract and receives one hundred steers. He is sure that these, with what money he has on hand, will be sufficient to complete the mill, but when he gets the horse and wood work all complete, he sends one of his workmen East to purchase the machinery. The agent neglects to return, and runs off with the money. The individual who undertook to build the mill has to confess that he is unable to proceed further with the enterprise, but proposes to do anything in his power to secure the one hundred farmers if they will further help him. On inquiry as to the amount of wheat raised by each, they inform him they can average 1,000 bushels yearly, making 100,000 bushels annually. Then he proposes, if they will each go on a note or bond for \$5,000 at 7 per cent, payable at the Bozeman Bank ten years from date, so that he can sell a id bond to procure means to complete the mill, to give them a mortgage on one-half of all the toll arising from the grinding of all wheat brought to said mill by any mill within the bounds of the mill, and will create a sinking fund to meet the principal when due; and said mortgage may provide that if said contractor shall at any time fail or refuse to set apart the one-half of the gross proceeds of such toll, then a suit may be commenced against said mill for the payment of said bond, principal and interest, which provision may be incorporated into said mortgage. Would they, as sensible men, say to him, we helped you liberally once; and we will do so again, or would they not think of the distance to mill at Bozeman, the worthlessness of 1,000,000 bushels of wheat each year, the probability of sawing their lumber with a whip-saw, as well as the prospect of selling flour at the camps down river at fair prices. It seems to me that the hundred men would not hesitate one moment in determining to give the \$5,000 bond, as requested with the security. If, then, these hundred men there can be no doubt of the security. Let suppose, by grasshoppers or some other unlooked for accident, the toll falls to meet the interest and make a sinking fund to meet the principal, could the one hundred men not pay an additional \$50 each which would pay the bond and then make money and better their condition? I think they could. The above figure seems to me, is a fair parallel to our condition. The railroad proposition, with the security proposed and advantage to be acquired or disadvantages to be endured by us in helping or refusing to help said company, and I do not think the picture over drawn.

It is scarcely necessary to mention the disadvantages under which we labor and will continue to labor, without railroad communication, and will only do so by mentioning a few of the advantages which I think we will gain by going into the contract with said company, as prescribed by said Act. The company must first, and within two years from the completion of the contract and at their own expense, put in running order the road to the Yellowstone at a point which is fifty miles or less into our Territory. Then to build a section of twenty miles further before any bonds are to issue, which will make seventy miles into the Territory before any bond is to be issued, which are to run six months before any interest is to pay non-bonds to issue for the first twenty miles. With 175,000 acres of land that will have secured to the company from the Government, which land will be subject to taxation. It will be at least worth \$1 25 per acre as soon as the road approaches it, which will amount to \$2,187,500, taxed at 7 per cent, which is under an average fee property in the Territory, will make \$4,375 to pay interest. Then we will have the gross amount of the money arising from the freight and travel from Bismarck, a distance of 325 miles added for six months, at least, before any interest will be to pay. The business men in the Territory estimate at least one million of dollars paid by this Territory in gross for freight. If that is correct, the money added for passengers, as soon as the said road is seventy miles into the Territory, will amount to the amount of the road and rolling stock which will be subject to taxation. Then it is fair to estimate that one-fourth of the reserved lands of the Government will be occupied as fast as the road advances, which for seventy miles amount to 43,750 acres, estimated at \$2 50 per acre amounts to \$110,375, to be taxed at 3 per cent, giving as revenue an additional sum of \$3,391. If there is a million of dollars worth of freight paid by the people of Montana annually, I think it is fair to estimate that one-half of said freight will pass over the Northern Pacific railroad, as soon as it gets any considerable distance into this Territory. If so, one-fourth of one million, or \$300,000 would accrue to the Territory, as soon as said road reaches the mouth of Shields river, to liquidate said bonds and interest. This in addition to the tax on the land, road-bed and rolling stock, cannot fail to pay the interest and create a sinking fund to pay the principal from the time the first bond is issued, even should we have to say it. I have thus been particular to try to show that the

interest would be amply provided for at first as more men seem to fear the ability of said road to pay the first interest than that accruing after the road is completed further. Let us make a few calculations to show the advantage which the farmer and stock raiser will receive when a railroad is built.

Each voter will, I suppose, bring to this Territory in sugar, coffee, salt, apples, peaches, beans, implements, dry goods and clothing at least 500 pounds, and will save at least one dollar per hundred, making \$500 each or so for her saving. If any voter will take the trouble to examine the prices current, published at St. Louis, Chicago, or New York with those published at any point in Montana he will satisfy himself that he can get them at least low enough there to save one dollar on the hundred over and above freight; so that he can save another \$500, making \$1000 to each voter. Then take a man who has a thousand sheep and sheep 400 pounds of wool and saves one cent a pound in his freight bill—equal to \$400. Any person can make the calculations for greater numbers, and it is not impossible that 1,000,000 sheep will be owned and grazing in this Territory at no distant day.

Suppose a man has 100 beef steers that weigh 800 pounds, said steers will bring here, if they can, or could be sold, 3 cents per pound—equal to \$2400 each. If the road was built to Shields River he could pay \$300 per head freight, and when he got them to the Eastern market they would bring at least \$800 per head, thereby clearing \$2,500 00 on one hundred steers.

The above calculations appear to be made in the bounds of reason and moderation and to be sufficient to illustrate my position. I would not vote for said proposition if I thought we would have to pay any portion of either principal or interest. But I cannot see any danger under the provisions of said bill. If they do not build the road they cannot get the bonds. If they build it, and give up the proceeds as provided by the Act it will meet the interest and provide for the payment of the principal. If they fail, or refuse to deposit the gross proceeds according to the terms of the bill, the rolling stock amounting to at least land worth to said road, and rolling stock amounting to \$12,750,000, and the road-bed and rolling stock amounting to \$6,250,000 per mile for 400 miles which is short of the distance, (but is as sufficient for one distance as another), amounting to the sum of \$20,000,000, making \$15,000,000 worth of taxable property of the said road within this Territory. If we had to pay principal and interest on said bonds the property of the company would be able without interfering with our property, to say nothing of the amount accruing to us by occupying the land reserved by the government. So that we could if the road is built, pay both principal and interest and make money by the operation. I have no fear that the loaning our credit to the said amount will ever increase our taxes one cent. Every taxpayer who will reflect a moment will recollect that his paying has been taxed for the last ten years every cent which it will bear, and must know that it will continue to be so taxed as long as we have no railroad. I then if that be true, had we not as well have a road. What do we want with this country without a communication with the commercial world? I know some men in the United States who yet get their grain with a reep hook; they should occupy this country if we fail to get a railroad. No fear may be apprehended by the neglect of the President of the Council to sign the said bill effecting its validity.

SAMPLE ORR.

A Tale of Love.

One quiet day in leafy June, when bees and birds were all in tune, two lovers walked beneath the moon. The night was fair—so was the maid—they walked and talked beneath the shade, with none to harm or make afraid. Her name was Sue and his was Jim, and he was fat and she was slim; he took to her and she to him. Says Jim to Sue—"By all the snakes that squirm among the brush and brack, I love you better'n buckwheat cakes." Says Sue to Jim—"Since you've begun it, and been and come and done it, I love you next to a new bonnet." Says Jim to Sue—"My heart you've busted, but I have always gals mis'usted." Says Sue to Jim—"I will be true, if you love me as I love you. No knife can cut our love in two." Says Jim to Sue—"Through thick and thin, for your true lover count me in; I'll court no other gal ar'n." Jim leaned to Sue; Sue leaned to him; his nose just touched her jockey brim; four legs went—went—ahem!—ahem!—and then—and then—and then!—and THEN! Oh! gals beware of men in June, and don't let the silver moon, when frogs and crickets are in tune, lead your names get in the papers soon!

A De-trotter got home at midnight night, with a black eye and a boozey step, and as his wife met him at the door she said: "You're a black-eyed fellow, what's happened?" "Well, you know I've been fighting on the rail," he replied, "I've been blacked one of your some one's face, as the tears came down my cheeks, and he said in a cowardly voice, 'Don't cry, darling.'" "What had he had a chance to run he'd have blacked both of 'em!"

CURED BY REMORSE.

A dead cat'm was on the sea.

In the West the apparent boundary line of the ocean, drawn sharply across the sinking sun's land disc, seemed to cut in twain.

In the red, misty light by the ship's "Frolic" not two leagues from Navigation Islands, which she must pass on her way from Honolulu, her last port to Japan.

Now her canvas hung motionless on the yards, the huge masts and forestal half-clewed up, the top-sails and topgallant sails flat against the masts, and the jib hauled down, lying across the boom.

Leaving over the rails, seated on the windlass, or reclining on the deck forward, the sun-browned, swarthy men of the watch seemed, by their listless attitude, to feel the drowsy influence of the hour.

Even the Captain's daughter, Mabel—a lively young brunette of seventeen, who, when on deck, was usually seen laughing and chatting with her father, in a voice whose rich melody would send a thrill through the hearts of the rough sailors, now bending far over the quarter bulwarks, apparently watching her pretty image reflected in the still water there below.

Her attitude displayed her small feet encased in neat little boots with blue buttons, and afforded a slight glimpse of the pretty ankles in the closely-fitting white stockings.

As she showed the little grace of the well moulded form and the marble whiteness of the neck, contrasting with the black hair done up in braids behind.

Mabel, in fact, was a lovely girl, with regular yet expressive features and dark eyes, the latter shining mischievously when she was amused, and beaming with angelic softness on other occasions.

Soon to her side, to lean over the rail and converse with her in a low voice, came Lieutenant Herbert Martin, a fine looking young naval officer, who had been sent from the Sandwich Islands aboard the merchantman for Japan, when he was a filiate, from which he had been discharged.

On the other side of the deck, watching the two with secret rage, stood Simon Glayton, the mate of the ship "Frolic."

A tall, dark man, who had long and vainly striven to win the affections of Mabel, and who, when she was more fortunate, the Lieutenant, who, as he learned from the Captain, was now the accepted lover of Mabel.

"What is that?" suddenly inquired the young girl, who, for some moments, had been gazing off the quarter-deck toward the setting sun.

"I see it—a dark speck on the water," answered Herbert, "if the captain would lend me his glass—"

"Of course," interrupted Mabel, and running nerrily to be commonway, she brought him the glass.

"A canoe turned bottom upward," said the Lieutenant, after a moment's survey; "it is drifting this way, I think."

The two lovers still stood conversing by the rail.

At last Mabel went below, but Herbert remained on deck, walking to and fro with the light elastic tread of health and suppleness.

The moon had not yet risen, but the stars were out, and a dim light rested over the ocean, no longer calm, its surface being ruff'd by a light breeze, which drove the ship slowly rippling along on her course.

Just the upper edge of the moon's disc was lifted above the sea, when Herbert, unobserved by any person, except the mate, climbed over the rail, into the main chains, where he stood, leaning far over, to see, if through the partial gloom, he might obtain a view of the overturned canoe, which he thought he had caught a glimpse of a moment before.

"It is still too dark," he muttered, "I can't see it now, although I was quite sure I did moment since."

Unfortunately some slush had been spilled on the wood-work of the chains that day, while a sailor was repairing the shrouds.

This caused the lieutenant's feet to suddenly slip from under him, when down he went into the sea.

As the ship forged on, the mate—the only man who had witnessed the accident—caught a glimpse of Herbert's upturned face, and heard his call for a rope.

Simon might easily have thrown him the end of the main brace, which was near him, had he wished to do so, but an evil spirit seemed to prevent him.

He obeyed the dark promptings of hate and jealousy, and refrained from using any effort to save his rival.

The next moment, however, he regretted his cruelty, and felt an impulse to shout—

"Man overboard!"

But it was only for an instant.

The spirit of evil resumed its sway and the words died away in a murmur on the man's white lips.

With burning forehead and pallid face some one had fallen overboard.

And soon remorse began to make itself felt.

"Good God! what have I done!" was his mental exclamation, as he hauled

A Hotel for the Handicapped Senator Sharon.

A San Francisco correspondent throws some further light on the reported embarrasments of Senator Sharon, whose wealth was so apparently limitless that the marriage of his daughter, to whom he gave a round million or so, as a dowry, in his magnificent residence in 'Frisco, was at the time the leading social event throughout the country. The house, furnished with chandeliers costing \$1,500 apiece, and carpets made to order at \$5,000 and \$8,000 each, upon which every resource of luxury and convenience was drawn upon, beyond doubt the finest private residence in the city or on this coast, this house has now been sold to one of the members of the firm of Flood & O'Brien, Sharon's formidable rival in business. There were plenty of people before that things were not all satisfactory in his affairs, and now all are confirmed in these suspicions, and yet it has been stated that if he were suddenly called upon to pay all his debt, he would be without a cent in the world. One investment of Sharon, which seems to be as voracious as Aaron's rod, is the magnificent Palace Hotel, one of the wonders of San Francisco, and worth little except as a wonder. In a city which has so many and good hotels as San Francisco, and where the restaurants are the finest and cheapest in the country, a great establishment like the Palace can never hope to be successful, for it must monopolize all the transient custom of the city to pay expenses, and this is very far from doing. It will, therefore, be readily seen that this hotel will be a heavy drain upon the pockets of any man who attempts to keep it up, and, as Sharon is the principal owner, the money he loses upon it yearly would be a fortune to most men. The only way in which it could probably be made to pay would be to inaugurate it in the French system of 'flat' for families; but that would require entire remodeling, and it is doubtful if the change would secure to ex-lin everything they undertake, a built this monstrosity for the sake of pointing to it in pride as the biggest hotel in the world.

1. Special Request—i. e., letters bearing a request to be returned to the writer if unclaimed.

2. Letters intended for persons who regularly call at or send to the post office.

3. Local or drop letters.

4. Letters returned to the writers from the Dead Letter Office.

5. Letters directed to persons at hotels, returned from thence to the post office.

6. Letters which the parties addressed refuse to receive.

7. Letters addressed to parties known to be deceased, and which are not claimed by the legal representatives.

8. Letters addressed to parties who have removed, but whose post office address is known.

9. Official letters from any department or bureau of the Government.

10. Circulars or other printed matter.

11. Letters at sea-port towns, intended for persons on board of vessels expected to arrive.

12. Letters bearing fictitious or assumed addresses, or addressed simply to initials.

He is Only a Printer.

[Eurlippon Gazette.]

"He is only a printer." Such was the sneering remark of a leader of aristocracy, who was the Earl of Stanhope? He was only a printer. What is Prince Frederick William, married to Princess Royal of England? He, too, was only a printer. Who was William Caxton, one of the fathers of literature? He was only a printer. Who were G. P. Morris, N. P. Willis, Horace Greeley, Bayard Taylor, Charles Dickens, Thiers, G. O. Ponce, and Senators Dix, Cameron, Hamlin, Miles? They, too, were printers. Who was Benjamin Franklin? He was also a printer. Every one cannot be a printer; printers are necessary.

Railways at the Bottom of the Sea.

When railways on land were first talked of, the projectors were credited with being visionary enthusiasts. What, then, is likely to be thought of those who seriously propose to have railways under the sea. A submarine carriage of a most ingenious construction has recently been invented in Paris to cross the channel, and for navigating deep rivers and canals. The carriage is of galvanized iron, and is hermetically sealed. As its lightness, compared with surrounding water, would cause it at once to rise to the surface, it is attached to a heavy light-wooded truck, which runs on a line of rails laid down under the ocean. It is not fastened so securely, however, but that in the event of an accident it could be at once detached and allowed to ascend to the open air, when it would be easy to make for the nearest port. The motive power is supplied by two screws driven by compressed air. An enormous quantity of air is distributed through the interior in numerous pipes, for the benefit of the crew and passengers. We make a few more details, and describe the electric light at the bows, which is illuminated both the road and the interior of the vessel; the entrance for the passengers, hermetically sealed when all are aboard; the strong glass windows, out of which any one may see the marvels of the deep; the raft can on the roof, and the diver's chamber at the stern. (Manufacturers' Trade Journal.)

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