The New North-West.

JAS. H. MILLS, PUBLISHER.

It is rumored that Major J. W. Walker, who recently arrived in Helena, will be United States District Attorney, *vice* James L. Dryden, resigned.

This number of the New North-West completes its Twelfth Year. Its publisher cordially thanks its friends for their liberal patronage, and, trusting to be able to merit its continuance, will not bore them with a homily.

Eastern exchanges come to hand containing detailed accounts of numerous and destructive cyclones in Iowa, Kansas, Missouri, Ohio and other States, doing vast damage to life and property. Either these disasters are increasing in frequency, or the system of collecting news is becoming more perfect. Perhaps both have contributed to the startling array of tornado horrors.

It has been ascertained that the cost of electric lighting by incandescence, for the interior of houses, is about one-third greater than the cost of gas, but this system is still in its infancy, and the cost of production must soon be greatly reduced. It is a question of overcoming certain mechanical difficulties and perfecting the requisite apparatus, and experiments are being made which will ultimately accomplish the end.

Foster is the most unpopular Chief Secretary Ireland has had for half a century. It is said he will shortly resign, and it is said the Home Rulers have agreed to abandon obstruction on that question. The old drinking toast of the peasantry, "Here's to the man that made the strap that wheezed the razor that cut the throat of Lord Castlereagh," has given place to "Buckshot Billee, may he soon meet Castlereagh at the cross roads"—i. e., at the suicide's grave.

D. J. Macardy, Superintendent of Construction of Fort Maginnis, arrived on last evening's train, accompanied by forty skilled mechanics, and they will embark on the steamer Dacotah. The work will be pushed to an early completion, Congress having appropriated $110,000 for the purpose. The new fort is beautifully located on the eastern slope of the Judith mountains, distant about sixty-five miles from Carroll. Lieut. W. Bartlett, Third infantry, will have military supervision, for the present, of the work, and the garrison will consist of two companies of the Third infantry, now encamped on the chosen site, and three companies of the Second cavalry, which, under Capt. Thos. B. Dewess, are now en route.—*Bismarck Tribune, 14th.*

General Grant was interviewed by a representative of the *Inter-Ocean* in Chicago a few days ago, and in the course of conversation he said, in reply to questions: "Well, yes, there are very apparent indications of a break-up in the old parties. The feeling is quite pronounced in the South, where the business element and the better class of people in general are desirous of seeing the solidity of that section destroyed. A new party with good leaders, sound principles, and a platform to suit the times, would be popular and receive a heavy following, not only in the South but in the North as well, where there is a great deal of dissatisfaction in the ranks of both parties. The Democrats see hopeful signs in the growing division in the Republican party, and will undoubtedly try to keep up their organization in order to be prepared to take advantage of a break in the Republican ranks, and get into power through the split, like the Republicans did after Gen. Scott's defeat in 1850."

The Cannon-Campbell Mormon contest has assumed a new phase by the action of Clerk Adams, of the House of Representatives. Governor Murray, it will be remembered, gave the certificate of election to Campbell, on the ground that Cannon, the Mormon candidate, was ineligible, not being a citizen of the United States. It was believed that this action would bring the question before Congress in such a shape that any advantage there would be in favor of the law-abiding Campbell rather than the law-defying Cannon, who is a polygamist of the fourth potency. But it appears that Cannon obtained a certificate from the United States Court of Utah, setting forth that he received a majority of the votes cast for Congressional delegate, and on the strength of this Clerk Adams has already placed his name on the roll and paid him for two months' membership. So, after all, Campbell will have to be the contestant and not Cannon. But it is to be hoped there will be nerve enough in the next House to "judge of the returns and qualification of its own members," and to determine that the practice of polygamy in defiance of the United States law is not a qualification for a member of Congress.—*Exchange.*

Jeff. Davis, in his recent book, "The Rise and Fall of the Confederate Government," develops a bitter animosity towards General Sherman of the Union army and General Joseph E. Johnston of his own. He calls Sherman the modern Attila, and compares the excesses of his army in its march to the sea to that of Wallensteins in the thirty years war. General Sherman, in an address before the society of the Army of the Potomac, accepted the gage and handled the discomfited Jefferson without gloves. He says, in relation to the burning of Columbia, that Wade Hampton's troops set fire to the bridges, depot, and cotton in the streets when they abandoned the city, all of which were burning or burned down when the Union army entered it, and that the fire was communicated to the houses of the city by the wind blowing the burning cotton against fences and sheds, which took fire, and it was only the efforts of Logan's troops that prevented the whole city from burning. Sherman says all this matter was investigated before a commission, who examined Federal and Confederate officers as to the matter: that the commission was unanimous that the burning of Columbia could not be ascribed to the officers of either army, and that for Davis to now make the statement he does "is simply infamous." Sherman then defended Johnston's course, and says that it would have been "an unpardonable crime against humanity" for him to have obeyed Davis' orders in April, 1865.

EMIGRANT INDIANS.

A Pleasure Excursion Down the Yellowstone.

The steamers Eclipse, Josephine, Terry, Sherman and Helena left Miles City recently for Standing Rock with exactly 1,721 of the Indians recently ordered to the Standing Rock Agency. Major Iges had no trouble in inducing the Indians to embark. They are the Sans Arc, Ogallallah, Brule, Uncapapa and Minniconjas tribes, and a majority of them surrendered to Gen. Miles during March and April of last year. One officer and twenty soldiers accompany each boat, the commanding officer being Capt. Snyder. Under him in command on the different boats are Capt. Overshine, Capt. Ewers, Lieut. Hargons and Lieut. Orvis. Accompanying the Indians on the boat are fifty-one head of cattle which it was found impracticable to send overland. The remainder of their herds and 493 horses have started on the across country march. Fifty Indians joined this party, which is under the command of Capt. Carter, Fifth Infantry. The most noted chief among the number is Rain-in-the-Face, who is said to have been the chief who killed Gen. Custer. He was once captured and imprisoned by Captain Tom Custer, a brother of the noted General, but managed to make his escape and was afterward leader of the fight at which his captor was killed. Rain-in-the-Face has a brother and several relatives now at Standing Rock.

RAILROAD MATTERS.

We mentioned recently the appointment of Commissioners by Judge Galbraith, at the instance of the Northern Pacific Railroad Company, to appraise certain lands in this county required by the Northern Pacific Company for its railway. It was only contemplated to have appraised the lands on even numbered sections, to which titles had been obtained from the United States and the right to which attached prior to the filing of the company's location in the Helena Land Office in 1872. Subsequent to the appointment of the Board, a telegram from the principal attorney of the company to Colonel Dodge, referring to an opinion of the Attorney General, and a decision of the Supreme Court, holding that under them the company was granted absolute right of way, without indemnification, from the date of its charter, over all public lands on its line, suspended proceedings until further advices were received. This week Col. Dodge received further instructions from the company, adhering to the position asserted in the telegram. In consequence the Commissioners have been notified their services will not now be required, the company asserting its belief in a legal right to build without indemnifying those who have obtained U. S. title on even numbered sections. The case eliciting the opinion by the Attorney General and the decision of the court was not one to which the Northern Pacific Company was a party, but is held to cover the case of that company in relation to its land grant. The charter of the Northern Pacific Company, approved July 2d, 1864, provides as follows:

Sec. 2. *And be it further enated:* That the right of way through the public lands be, and the same is hereby, granted to said "Northern Pacific Railroad Company," its successors and assigns, for the construction of a railroad and telegraph as proposed; and the right, power, and authority is hereby given to said corporation to take from public lands adjacent to the line of said road material of earth, stone, timber and so forth, for the construction thereof; said way is granted to said railroad to the extent of two hundred feet in width on each side of said railroad, where it may pass through the public domain, including all necessary ground for station buildings, workshops, depots, machine shops, switches, sidetracks, turn-tables, and water stations; and the right of way shall be exempt from taxation within the Territories of the United States. * * * *

By another section a grant of lands to aid in construction was made, but it is under Section 2 the company holds that absolute grant of right of way, from the date of the charter, over all lands then "public" on the line proposed, was granted. The line "proposed" was merely defined as "from a point on Lake Superior westerly by the most eligible railroad route as shall be determined by said company, within the territory of the United States, on a line north of the forty-fifth degree of latitude, to some point on Puget Sound." No copy of the decision referred to has yet been received here, and its scope is unknown. We do not consider the question by any means definitely settled, because the company assumes that it has a certain right under it. The company is only one party in the case: the land owners are the other, and, unless the decision so fully covers the case as to render opposition useless, it will be sturdily contested. The *Herald*, in a recent article on "Eminent Domain," says:

"The kind of title that a railroad acquires depends upon how and from whom the title comes. If from those who own the absolute title the railroad company receives an absolute deed in fee simple, the transfer is as complete as if one individual owner sold to another. But if the court appoint appraisers and enters judgment of condemnation and a decree of possession, it is only an easement of right of way so long as the land may be needed for that special purpose. * *

"While the Government owned the land absolutely it had a perfect right to grant a full title or only an easement to a company, as an individual owner could; but such a grant would be liable to the same rules of construction as if from private owners. If the Government had given a right of way across a particular piece of land while it was the sole lawful owner, the subsequent purchaser would have to take the land so encumbered and could not recover for the item of right of way. We still think such party might recover for the cost of maintaining fences, unless the railroad company undertake to maintain them. But it is always a principle of law that every grant affecting a realty shall be clearly and definitely expressed, else it fails entirely. Now we apprehend that this grant of right of way will be found to have failed for lack of percision."

There may be something in the suggestion. It is anticipated copies of the decision will reach here in a week, when this matter can be discussed with all its elements in view. There is no equity in this seizure of lands, purchased every acre from the Government, in good faith, at double price, without any expressed reservation, placed under improvement, and in some cases damaged by the roadway in matters of fencing and irrigating many times more than the mere value of the land taken; we wait to see if there is law in it.

We suggested last week that the failure of the company to construct its road within the term specified in the charter, might have some significance where Government title to lands is obtained subsequently. We notice since the decision of the U. S. Supreme Court—Schullenberg vs. Harriman, 21 Wallace—asserting the principle on which the company rests its case:

"No one can take advantage of the nonperformance of a condition subsequent but the grantor; if it does not see fit to *enforce* a forfeiture of the grant, the title remains unimpaired in the grantee. * * And, if the grant be a public one, the reserved right of the grantor for breach of condition must be asserted by judicial proceedings authorized by law, or by some legislative assertion of ownership, or an act directing the ownership of the property, or that it be offered for sale or settlement."

While this principle stands, and no such proceedings have been had, it would appear that the right of way is not impaired.

Forcing the Issue.

New York, June 17.—The so-called anti-machine Republican Central Committee last night adopted a resolution that Depew having a majority of the Republican votes of the Legislature, it was the duty of members who desired the State to be represented in the United States Senate by two Republican Senators, to concentrate their votes without further delay on Depew, and thus throw the responsibility for defeating the election for Republican Senators upon the adherents of the Senators who had created the vacancies by resigning, and those members of the Legislature who, while refusing to vote for the re-election of Conkling and Platt, scattered votes among impossible candidates, would be held responsible for the injury to the party by the non-elected Republican Senators.

Railroad War of Rates.

St. Louis, June 17.—There is much excitement in railroad circles about the statement that passengers from Chicago to New York only pay $14, while the rate from here is $24.25, so that passage here to New York is cheaper via Chicago than direct. There is talk of a slashing, cut and lug war.

Chicago, June 17.—Freight rates show a general demoralization, and contracts were made by nearly every road to-day to carry grain to New York at fifteen cents. It looks as though the railroads were about to begin competition with the lakes, which would be the forerunner of a general railroad war.

THE ALBANY FIGHT.

Gathering of the Stalwarts—Some of Their Plans for the Week.

New York, June 18.—Conkling and Platt are at present at the Fifth Avenue Hotel. The two ex-Senators receive few callers. Conkling was found in his room, but was extremely reticent about speaking on the subject of the Senatorial contest. He observed that the political interests of the State were in such a state of chaos at present that it would be imprudent for him to speak on the subject, and especially one so intimately connected with the honor of those who are connected with the investigation. Conkling said that any day might bring about the climax which had been so earnestly desired and eagerly sought.

General Grant refuses to converse on politics and declares that his presence in the city is due to want of rest, which he is hopeful of having satisfied at the metropolis and Long Branch. The General will, in all probability, leave for the seashore about the middle of next week.

The *News* says that ex-Senators Conkling and Platt and General Grant met in Conkling's room at the Fifth Avenue Hotel this forenoon and were in consultation for one hour. Messengers were then sent out for vice-President Arthur, John W. Smith and Senator Jones and a few others, including several local politicians. The consultation did not last long. Platt then departed for his down town office, and the others soon departed, leaving Grant with Conkling. It was reported that some consideration was given to the question of whether it would be advisable for Grant to go to Albany and it was concluded it was not. It would not be helpful to Conkling. Another point which is to be considered to-night and to-morrow is the possibility that a compromise will have to be made in order to save one stalwart Senator and the person upon whom the compromise must fall. Conkling said he would not go back to Washington unless Platt went with him. His friends urged him not to make this his irrevocable decision, but he said he should adhere to it. Cornell's name was considered in case a compromise should be necessary, but Arthur strongly objected. The only name that could find a united support was Grant. He said he did not want the office. He has the Mexican railroad in his hands and does not want to return to active political life. He, however, consented to keep the question under advisement.

Under the Straits of Dover.

London, June 17.—Sir Edward Watkins, chairman for the Southeastern Railway Company, informed a meeting of that company that two experimental shafts for the proposed channel tunnel have been sunk on the English side, and two on the French side, and that from one of the shafts on the English side galleries 800 or 900 yards long and seven feet in diameter have been finished. The progress during the last week has been sixty-seven yards. This is equal to two miles yearly. They have thus solved the question of the rate of progress for experimental gallery, and ascertained that the lower strata is impermeable to the water. French experiments realized exactly the same result. They had arrived, he said, at an understanding with the French Tunnel Company that on each side of the tunnel a further heading of a mile should be driven. When the headings are finished, which certainly ought to be in six months, one-tenth of the question would have been dealt with, and further treaty would then probably be proposed, under which each would accomplish the remaining nine miles on its side. In view of meeting in middle channel, a seven-foot gallery ought, on this system, to be completed in five years.

The Canadian Pacific.

Chicago, June 13.—The *Tribune's* Ottawa special says: Intelligence is just received from British Columbia that Mr. Onderdonk, of San Francisco, is pushing forward his contract on the Canada Pacific railway with great energy. His contract is for 127 miles of very difficult country. There are three tunnels to be made and the work is tedious. One tunnel is 1,600 feet long. There are some three thousand men altogether employed on the Onderdonk work, of which half, approximately, are Chinese. There is among the people of British Columbia intense and increasing aversion to the employment of Chinamen, but the contractors appear to find it profitable to engage them. They are fairly good workmen and are reckoned valuable in proportion of three to two white men or thereabouts. All men work on a ten-hour system alike. The Chinamen are paid $1 per day. The whites receive from $1.25 to $1.50, and skilled men or extra good men in tunnel work $1.50 to $2 per day. They are kept at grading and work in open cuts.

Another Revision.

New York, June 7.—The *Churchman* of this week says we are to have still another version of the New Testament, to be known as the American version, and what is more, it is to be copy-righted under that designation. As to the particular reason for the publication the *Churchman* says the fact that the readings proposed by the American Committee of Revision have been published in a separate list, such at least as were not adopted by the English revisors, this has vexed the minds of some people, who cannot bear that anything American should be made to take a back seat, and certain others who are not willing to acknowledge that there can be any appeal from the judgment of the American Committee.

Blaine Going to Enjoy Himself.

Chicago, June 20.—To-day's *Tribune's* Washington dispatch: An intimate friend of Blaine says: He told me the other day that he was going to Maine to spend a good share of the summer. He was getting his wagon fixed up for a four in hand team. He had four handsome boys and was going to fill that drag with his own and his neighbor's children and go spinning round the Maine hills—camping out, fishing, loafing and having a good time out of doors. He thinks it is what he needs—fresh air, relief from care, diversion for mind and body and banishment from office hunters. He is a good four-in-hand driver, having learned to drive in California and having had a good deal of practice since.

Army Orders.

Washington, June 16.—The Secretary of War has ordered that the whole number of enlisted men of all grades and descriptions allowed for clerical duty in the army shall be, 13 sergeants, 21 corporals, 107 privates, and 16 topographical assistants. The general of the army will see to their distribution. In addition, commanding generals of military divisions and the department commanding officers of the district of New Mexico and superintendents of the recruiting service, may, if necessary, detail enlisted men from troops under their command as messengers, not to exceed five for each division, department and district named, and one to each superintendent.

Serious Charge.

Albany, June 17.—In the joint convention to-day Tuthill denounced Depew as the head lobbyist of corporations, and Barber and Edwards as his lieutenants. Barber's room had long been the headquarters and den where legislation is bought and sold, and where legislators gamble with lobbyists and claim agents, and where cards are a veil to cover naked bribery. He could corroborate his statement by witnesses. Barber & Co. were trying to make their chief a United States Senator.

New Orleans, June 17.—It has been very hot for the past three days. Thirteen sunstrokes occurred, seven resulting fatally.

Notes of the Day.

Dr. Talmage's church now has a membership of 2500.

There are said to be 800,000 colored Baptists in the country.

Lorillard's Wallenstein has been sold to Archer, his trainer.

Ben Butler has had his cross-eye straightened at a cost of $1000.

Senator Fair is going to erect a $1,000,000 building in San Francisco.

The United Brethren in Christ have a membership in Iowa of about 150,000.

Judge McFarland has accepted the Commissionership of the General Land Office.

The Bodie *Daily Standard News* has suspended publication for want of patronage.

Wm. E. Goodyear, who rode from the Atlantic to the Pacific in 1852, died recently, aged 50.

Crickets are beginning to devastate ranches on Burnt river and Milton creek, Baker county, Or.

A convict in the Kentucky State Prison gave a man twenty cents to cut off his (the convict's) hand, so as to save him from working. The fellow did it with one stroke of an axe.

A check for $2,400,000 was recently transmitted by letter from Mr. Jay Cooke to the late Col. Tom Scott. Had this sum been in silver coin it would have required six full loaded freight cars to transport it.

A little boat, oddly enough called the Telephone, has been attracting great crowds to witness its evolutions in the Seine, near Point Royal, Paris. It is the first boat which uses electricity as its motive power.

A daring robbery was committed at the Golden Eagle Restaurant at Tombstone, A. T., recently. Chloroform was used, $500 taken from under the proprietor's pillow. The burglar left a stocking filled with sand.

A Boston paper says: "June is an unlucky month for marriages." The other unlucky months are January, February, March, April, May, July, August, September, October, November and December.—*Samuel Jones Tilden.*

Lizzie Curran, the young lady in Stanislaus county, Cal., who confessed to the murder of her aged adorer, George Hines, in order, as she averred, to save her honor and her life, is free, the proceedings against her having been dismissed.

If it were not a well-known fact that Dan DeQuille never lies, we should be inclined to doubt the truth of the story in the *Enterprise* that a man in Virginia has a magnet with which he brings his cow home from the hills every night, her horns having been tipped with small balls of iron, and that in dry weather he can draw her from a distance of two miles.

In reply to a newspaper insinuation that Virginia City, Nevada, is going to decay, the *Chronicle* of that place says: "We are going to pay a tax of $5 on the $100 this year, and we have the most flourishing and heavy lot of paupers here that ever the sun shone on. We pay $20,000 a year to maintain the indigent, and there is no other place in the world where a gentleman who will not cut wood for $2.50 a cord can so readily obtain from the sympathizing authorities an order for a few weeks' provisions, a plug hat, or such other assistance as his sad condition calls for."

A NOVEL INVENTION.

UTILIZING ELECTRICITY IN PROPELLING TRAINS.

Description of the New Railroad in Use at Lichterfelder, Germany.

Mr. W. M. Griscom, in a letter to the New York *Times*, dated Berlin, describes the trial opening of the Electric Railroad. He says:

"The Electric Railroad was built for the purpose of showing that passenger trains could be run on it, and freight trains as well, and, in addition, to secure to Germany the credit due her for the first practical railroad, carrying passengers, operated by electricity. The Electric Railroad is built from a small village called Lichterfelder, to the principal Cadet School in Germany (nine kilometres from Berlin), and is two and a half kilometres in length. The width of the track is one metre. The rails are of steel, and rest on cross-ties of wood, and this is all the insulation they have. In fact, the whole road is constructed in the ordinary manner. A short distance from the roadway, in the machine building of the Water-Works, the dynamo-electric machine is placed, and is driven by a ten-horse power engine, which furnishes the current of electricity, which is conducted by means of an insulated cable underground to one of the rails of the railroad. From this rail the electric fluid passes by means of the tire of the car wheel (resting on the rail charged with electricity) by a system of springs, in contact and rubbing against it, to the electric engine fastened underneath the car, and after serving its purpose in driving the engine is conducted to the tires of the wheels on the opposite side, and from these wheels to the opposite rail they are in contact with, thus completing the electrical circuit. The tires of the car wheels are insulated from the hubs and axles by the use of wooden disks. The electrical engine is placed equidistant between the two sets of car wheels, as before stated, underneath the car. Its road shaft lies parallel to the two car axles. On the end of the engine shaft is a small, grooved pulley, and connecting with the car wheels are drums with similar grooves. Small belts made of spiral steel wire connect the pulleys and the drums, one set of belts running to the drum on the front wheel, and the other to the one on the back axle. By this arrangement of steel belts the power is transferred from the engine to the car-wheels. The starting and stopping of the car and engine are arranged by the movement of a crank on either platform of the car, which breaks or connects the electric current; there are also a car-break and bell-signal, all within easy reach of the conductor, who can run the car as well as receive fares and tickets.

"The car itself was built at Cologne, and is similar to a one-horse car on an American horse railroad. It is handsomely fitted up and can be run either way without turning. By resolution of the authorities the rate of speed is limited to fifteen kilometres an hour, but on the return trip from the Cadet School, with twenty persons on the car, we ran at least thirty miles an hour at a steady, continuous rate, proving that a high speed was attainable.

"When one considers the entire absence of smoke, cinders and other discomforts incident to the use of steam locomotives, this invisible, noiseless power seems a great step forward in the mode of moving railroad trains.

"Some of the advantages of the employment of electricity as a power may be stated as follows: A great saving in the force required to move the train, as there is no boiler, water or coal required to be carried with it. The cars can be built much lighter, as no dead weight is transported, and are much more easily controlled by the brakes in stopping. The electric engine occupies little space underneath the car, is of small weight and free from danger. Water-power can be utilized to produce the required electric current (it need not be near the railroad). The road is now open for passenger business, and the car is making regular trips between Lichterfelder and the Cadet School."

Back Talk to De Lesseps.

Panama, June 16.—The *Star and Herald* says of De Lesseps' course: We would like to see a little more accomplished on the Isthmus and less blowing done in Paris about this business. Enthusiasm in Paris does not go a long way in our depressing rainy weather and the thousand discouragements common to a new enterprise on so vast a scale. Let De Lesseps and his myrmidons open the way, pay their engineers and pay their employees here better salaries, give them more ample powers and better opportunity and more encouragement to show the stuff they are made of, and we predict he will have a canal made in eight years at the original estimates; the world will be quite satisfied with that accomplishment, and De Lesseps can well afford this exercise of his gifts of propriety and get down to the real work of fulfilling his original promises.

Panic in a Theatre.

Eureka, Nevada, June 15.—An alarm of fire caused by a small blaze took place to-day while the matinee of Haverly's Mastodon Minstrels was in progress. The house was filled with women and children, who were panic stricken, and attempted to rush from the building, but the manager and ushers closed the door and refused to allow egress to any person. This prompt action no doubt saved the town from a catastrophe, as the theatre is provided with only one narrow entrance. The fears of the audience were finally allayed and the performance went on as if nothing had occurred.

THE CATARACT MINING DISTRICT.

From Our Traveling Correspondent.

I sent in my Basin City communication before I had thoroughly surveyed the Basin camp, hence I could not give the information which I have gleaned since writing, but will endeavor now to furnish your readers with a few notes and items of interest regarding the mines and the future prospects of that flourishing camp.

The Cataract Mining District, of which Basin City is the business centre, is located on either side of the North Boulder river. About four hundred locations have been recorded since the first of July, 1879. The first discoveries of any note were the Mantle lode, in July of that year; also the Boulder lode. Both of these mining claims have been tolerably well developed considering their location, so far from any of the rich mines that are now prominent around Butte. The first lead of importance is the Mantle. It is now being opened by a tunnel which is run in on the lead 160 feet, and shows a body of ore about seven feet wide. Several veins of very high grade ore, sulphate of iron and lead, which carries gold and silver in paying quantities, assaying from $500 to $1,000 per ton, run through the vein matter. I understand that an Eastern company is about to take the property and erect suitable reduction works, which will obviate shipment of the ore, besides being a great help to the owners pecuniarily, for it is evident that the ores can be handled more cheaply at home—considering the expense of transportation—than abroad. This is our greatest drawback and the most formidable obstacle that is yet to be overcome in the smaller camps, and those isolated in out of the way places, is to have suitable reduction works, and save what might otherwise be lost to the owners. This is a project that can be made practicable, and should be for the benefit of those most deeply interested in our mines.

The Boulder mine has been stocked, I am informed, for one million dollars. The stock is owned principally by parties in Logansport, Indiana. The work of development is being prosecuted as rapidly as possible, for some forty men are employed at the mine now, and more will be put at work at an early date. They have a ten-stamp mill in operation, and run continually on free milling gold quartz, which is taken from this mine. Six shafts have already been sunk on three different veins on this property. No. 1 shaft is 150 feet deep and 10 feet of rich ore is in sight at the bottom. No. 2 shaft is 100 feet deep and a 2-foot vein of rich ore is to be seen. No. 3 shaft is 30 feet deep and 2½ feet of ore in sight. An open cut about 200 feet long is also run in upon the lead at the East end, where a large body of granite is now being mined and milled. They are quite comfortably fixed up about this mine in the way of an attractive and comfortable boarding house, sleeping-rooms and other conveniences which make men happy. The ore now being worked on this lead assays $30 to $50 per ton, gold.

The Katy lode is located about one-quarter of a mile from Basin City, and across the river. A vein 22 feet wide, which carries gold and silver, both of a very fine average grade, has been exposed by a cross-cut tunnel cutting the vein 70 feet deep. This piece of property is considered by all who have seen it to be very valuable, but probably no more so than some others which have not been so fully developed as this seems to be, for the richness of a lead is demonstrated by thorough development, and no other way.

The Cavity lode is also situated across the river from Basin. An immense body of ore is shown here in this vein by a tunnel now being run across it, the width of which is not yet definitely known. It assays well in silver and contains quite a per cent. in gold, which makes it all the more valuable.

The Custer lode is located on the south side of the Boulder river, and several hundred feet up the mountain side. A 3-foot vein of ore, assaying several hundred ounces per ton, is opened up in sight by a shaft and tunnel on the lead.

Another located in July, 1880, by O'Donnell, within one-half mile of Basin, has a shaft 70 feet deep, 2 feet of ore, milling $25 per ton, gold.

The "Rock of Ages," located by Hank Ester, et al., near the Mantle, has produced free milling ore which assays $50 per ton.

The Hopeful, one-half mile north of Basin, shows a 3-foot vein of free milling gold quartz.

The Union lode, one-half mile from Basin, has quite recently been leased and bonded to parties from Butte City for $30,000.

There are many more leads that it is quite unnecessary for me to speak singly of, for they all compare favorably with those described above. These veins are all promising prospects, and if parties having capital would take hold of and develope them, they would probably all prove good and valuable property in the near future.

The ride from Basin to Butte was delightful, and attended with interesting scenes as well as pleasure; for I am not acquainted with any section of country where the traveler's eye will meet with any more pleasing objects of the great works of Nature than in the vicinity of Home Park. It inspires one with a feeling of awe and reverence towards the Creator. The day was bright and sunny, so that the sun's bright rays cast reflections of unequaled splendor and brightness. In the largest opening of the park, made by the absence of timber in that locality, the *mirage* is noticeable, an effect due to the reflection and refraction of the sun's rays.

Katie Putnam, a favorite of the people living in the Silver City, has appeared to excellent advantage this week, and won golden opinions for the grace and vivacity of her delineations. Geo. H. Scott.

Butte, M. T., June 20th.

PROPHECY TO THE RESCUE.

The Irish Mother Shipton's Prophecy.

Dublin, June 16.—The peasantry in the neighborhood of Timolaga, on Courtmacsherry Bay, are greatly excited over an old prophecy of St. Molaga, from whom the town is named. Teach Molago, the house of Molaga, abbey ruins, and the tombs at Timolaga, are among the finest at Munster, and there, according to tradition, St. Molaga lived for many years. He was a saint of great renown in the County Cork. He was born near Fermoy, Temple Molaga, near Michaelstown, on the Countess of Kingsland's estates which takes its name from a church he founded on the banks of the river Funcheon. Tobermolaga is his well, and Labbermolaga is his bed or grave. His prophecy on the agrarian agitation, which has been unearthed by some Land Leaguer from the mass of folk lore, is said to have been uttered in 660, when Carcagh (Cork) was, as its name implies, a marsh, and when the sceptre of McCarty ruled the roost. I send you a current translation, to show how the agitation has become part and parcel of the superstitions of the peasantry:

"Eighteen eighty-one
The stranger is undone,
In Corcagh shall be seen
The red beneath the green;
Eighteen eighty-three,
McCarthy's sons are free,
The green above the red,
The lion's litter dead."

This prophecy has been printed and scattered far and wide through Munster, and copies of it have been sent to the Irish members of Parliament and exhibited in the lobbies of the House. Mr. William Shaw, member from the county of Cork, says the Leaguers in Timolaga and Bandon districts are using this and other floating legends as campaign documents, and that by this means they have persuaded hundreds of peasants that armed resistance to the law will end in the extermination of landlordism and the extermination of Irish-English rule in Ireland.

Chinese Mourning.

Washington, June 18.—The residence of the Chinese Legation is draped in white, their emblem of mourning, and the flag is suspended at half-mast and will remain so for four weeks, the period of mourning for the Dowager Empress of China. Visits of condolence were made to-day by Foreign Ministers, the Secretary of State and Assistant Secretary. All the attaches of the Legation wear white cotton garments and are by their laws required during this period to abstain from all public festivities or social visits. The grounds of the Chinese Legation adjoin those of the Russian, where but a few months ago the residence of the Russian Minister was the scene of the memorial ceremony of the assassinated Czar.

LETTER FROM WICKES.

Rebuilding of the Alta-Montana Works and Other Enterprises.

From an Occasional Correspondent.

The $85,000 insurance on the Alta-Montana Company's works, at Wickes, lately destroyed by fire, has been settled to the satisfaction of all parties and 100 men are at present employed in building the new works that will cost $300,000 before any returns are made to the company. Excavations and foundations are being made for a twenty-stamp dry crushing mill and six amalgamating pans. Water concentrators are to be used, six cylinders, nine roasters and two water-jacket furnaces of 20 and 40 tons capacity. These latter, and three cylinders, were not much injured by the fire, and some of the machinery is being repaired for use again. Two reservoirs, 12 feet by fourteen feet, and 12 feet deep, have been quarried out of the rocks above the works, the water being brought in ditches from two creeks that unite at this point, and are intended to serve in case of fire as well as to supply the works. A new company office, and a carpenter and blacksmith shop have been built. Large company stables are under way. A tramway is to be built across the street from the bar to facilitate the delivery of ore and wood.

Murphy & Neil have a contract for 7,000 cords of wood.

Charcoal is being received at the rate of 7,000 bushels per day, and half a million will be stored before they stop. Experience taught them not to depend on getting this article hauled in winter. Twenty four-horse teams are brought into daily requisition for this business.

Ore is accumulating on the dumps, brought in from the Alta and Comet mines.

The Legal Tender mine, owned by this company, although known by another name, is being put in order to be worked, and everything augurs well under the ever watchful and skillful superintendence of H. F. Brown and Chas. Sterret. It is expected the works will be running in sixty days.

THE GREGORY.

The new concentrators at the Gregory mine are nearly finished and will be running in a few days. They have several thousand tons of ore on the dumps. Adjoining the concentrator a smelter is being built consisting of one round low water jacket furnace, 30 tons capacity, with two large roasters to do the work of one furnace. As soon as this is built another furnace will be commenced and a space will be left for a third. Challanger's improved Blake crushers are to be used and Cornish rollers. Everything is so arranged that after the ore leaves the cars brought from the mine on the tramway, it will be moved to all parts of the building by machinery. These works, when finished, will be the most complete of any in all the Territories. L. R. Nettre is Superintendent, and is expected back from the East in a few days. This company wants 200,000 bushels of charcoal by fall, and timber is plentiful close by.

PLACER DITCH.

A water ditch fifteen miles long is just being finished from Beaver creek to the rich placer diggings near Hog'em and close to Indian creek. The ditch is four feet wide at the bottom, six feet on top and seventeen inches deep.

A SIMPLE ARRASTRA.

Mr. Pashly, near Radersburgh, has just made a simple arrastra that our Bear gulch friends will do well to copy. It consists of a 5-foot wheel, around which is a galvanized iron band with cups riveted on to it a foot apart and 2 by 2½ inches in size, on which an hydraulic is made to play through a 2-inch nozzle, with about 40 inches of water and a 40-foot pressure. It has a perpendicular shaft turning a 15-foot drum over a 18-foot arastra bed, with four heavy drag stones. He has a contract to crush ore for $3 per ton, and he pays $10 a week for water. When asked how he made it pay, he said: "I have only to clean it up and feed it with a ton of rock every twelve hours, and the balance of the day I am a gentleman of leisure."

I leave here for the Cornet mine and Basin district. More anon. W. H.

Wickes, June 13th, 1881.

PUBLIC LANDS.

The Rights of Settlers.

Washington, June 12.—Judge Lawrence, First Comptroller of the Treasury, Washington, recently delivered an opinion touching the rights of settlers upon public lands that will be of interest throughout the entire West. The law of Congress relating to railroad lands provides that alternate sections shall be taken by the railroad company for its grant, but that the odd sections, when sold, shall command double the minimum price, namely, $1.25 per acre. Last year Congress passed a law providing that where a purchaser has paid double the minimum price for land which is found to be outside of the ten-mile limit of the railroad grant, one-half the amount paid shall be refunded to him or his heirs and assigns. A case under this law came before the Comptroller November 12, 1879. Nathan Alspach purchased a quarter section of land near Augusta, Kansas, and paid $2.50 per acre for it. It was afterward found that the land lay without the ten-mile limit of the railroad grant, and Alspach applied for a repayment of $1.25 per acre. The First Comptroller wrote and inquired of him if he had in any way incumbered the land. Alspach replied that he had sold the land, but had not transferred his claim for rebate from the Government. The Comptroller to-day decided that under the law of Congress mentioned above, the claim for repayment runs with the estate, and that having sold the estate, Alspach had no claim upon the Government, but that it accrued to his vendee. Upon this ruling the Treasury Department rejected the claim.

Telegrams in Brief.

St. Louis, June 17.—The weather has been intensely warm for several days. The thermometer stands 90 degrees.

Fort Smith, Ark., June 17.—Geo. Smith is sentenced to be hanged on September 9th, for the murder of Geo. W. Podgett, Wm. Brown, Pat. McGorham, Amos Manley and Abel Manley.

London, June 17.—For some reasons it is believed a dispatch has been sent from the foreign office to the American government calling attention to the operations of Fenians in New York.

Washington, June 15.—It is understood that the President to-night decided to appoint N. C. McFarland, of Topeka, Kansas, Commissioner of the General Land Office, vice J. A. Williamson, resigned.

Washington, June 16.—Longstreet called on the President to-day. He will be United States Marshal for Georgia after July 1st. He has no thought of the Mahone plan for dividing the Pennsylvania Democrats, but is willing to do all possible for the Republican party.

Ottawa, June 17.—A man named Martin is building a miniature ark in anticipation of the flood on the 19th of June. His wife spent the entire week preparing provisions for the trip. Another man was taken to the asylum for insane. He crazed reading of the early end of the world.

Chicago, June 17.—Joseph E. Smith, a prominent lawyer and politician of this city since 1860, died last evening of heart disease. He came here from Maine, where his father was once Governor of the State. Mr. Smith was James G. Blaine's first appointment for member of Congress in 1863.

The Crows and the Northern Pacific Railroad.

Bozeman Courier, June 16.

We are credibly informed that Major Pease, Commissioner of the Northern Pacific Company, and Colonel Pierce, its attorney in the premises, have gone to the agency upon matters connected with the right of way over the reservation. It is understood that the Major will treat with the Indians under the provisions of the treaty and the charter. As both gentlemen, doubtless, go properly accredited, it is presumable that success will attend the effort, as the result of the late conference, of which we spoke two weeks since, would seem to indicate the willingness of the Crows to grant the request of the road.

While not advised regarding the terms of the proposed proposition, we presume the company will ask merely requisite privileges—road bed, depot and shop sites—and cession of settlers' rights to travel to and from the road. Under all the circumstances, the company and Colonel Dodge have selected a commission peculiarly adapted to effect its purpose, Col. Pierce's position being that of legal adviser to Major Pease, who will conduct the negotiations.

TERRITORIAL ITEMS.

MADISON COUNTY.

From the Madisonian, 18.

James A. Slaven was mortally wounded in the Governor Hayes mine at Silver Star last Monday by a rock weighing 1000 pounds falling upon him while working in the shaft. He died soon after.

Henry Elling purchased the $84,000 bonds issued by Madison county at one-tenth per cent. premium on their face value.

Surveyor Page, who has a contract from the government to survey the region contiguous to the Yellowstone, Powder, Tongue and Rosebud rivers, dispatched his party on Tuesday. It goes direct to Miles City. His work will occupy about five months in its performance.

MISSOULA COUNTY.

From the Missoulian, 17.

Stevensville has a large quartz excitement.

J. S. Caldwell, of Grass Valley had a leg broken and splintered recently by a falling tree.

Sternie Blake, Frank Tudor and John Landram located a new find on Big creek on Saturday last which is pronounced by amateur experts to be the biggest strike yet. Hope so.

We are informed that a military court martial will convene at Fort Missoula on or about the 20th inst. General Ruger will preside and Colonel Blount and Lieut.-Colonel Black will take part in the proceedings. The Penrose case will again be brought forward.

Harry Lambert and family took the coach for Helena Monday morning, where they will