

The New North-West.

JAS. H. MILLS, PUBLISHER

THE Secretary of the State of New Jersey, Kelsey by name, is on trial for illegally pocketing \$41,000 in fees. He is a Democrat.

Mr. JAMES is making arrangements to establish the new bank and trust company in New York by January 1st. Vanderbilt will be the financial backer of the new concern.

It is thought in Washington that the Guleau jury is composed of good men, that they are conscientious, and that each depends on the charge given to them by the Judge.

SARA BERNHARDT is accused of plagiarism in that a book just published under her name was written by a young man named Sudan. Perhaps, according to the divine Sara's code she and "Sara's young man" are one.

THE Postmaster of New York notified his employees before the election that they need not pay political assessments unless they wished to do so, but they all stepped up to the captain's office and settled like little men.

CASHER BALDWIN, of the Newark National Bank, made a comprehensive and graphic confession. He said: "I am a liar, a perjurer, a forger, and a thief, and I am ready to go behind the bars of a prison and to do my duty." He should be taken at his word.

THE opinion seems to prevail among some people at Washington that Mahone will attempt to carry into several Southern States his plan of breaking up the Southern Democracy, and when successful will take a dash for the White House. But will make a dash for the White House. But will make a dash for the White House.

"The best laid plans of mice and men" "Gang and allies."

THE "Perley" is thus impressed by President Arthur: He is the most manly and dignified incumbent of the office since Millard Fillmore, and his courteous manners have not been equaled since Franklin Pierce. Tall, well built, with broad shoulders and an ample chest, he maintains a dignified attitude without being reserved or formal. He does not attempt to amuse visitors by telling crooked stories, or by indulging in long, hypocritical harangues; neither does he put his arms around his acquaintances and hug them by way of compensation for not granting their requests, but his conversation is sensible, somewhat reserved perhaps, but to the point.

REFERING to a rumor recently telegraphed over the country, the Portland Oregonian says: "The Oregonian has not been either for present or future delivery of any kind for its non-use or sale; the present proprietors have made no offer of it to any person, corporation, association or agent thereof; no offer has been received by them from any quarter, and, moreover, they are well satisfied with the Oregonian as a property and are not on the hunt for a market for it. All stories or rumors about a sale or negotiation for sale to Mr. Villard, or any person or persons in his interest, or to any Northern Pacific Railroad, which has been the ownership of a single share of the Oregonian for years past, nor is there likely to be, and the paper will continue under the same ownership, management and editorial direction as now and heretofore. We trust this is specific enough to set at rest a rumor which seems to be of vast interest to those whom it does not concern."

WHY SHOULD WE? THE NEW NORTH-WEST noted last week certain facts that had transpired in relation to railroad construction, and from the conclusion that the main line of the Northern Pacific Railroad, which has been for some months generally conceded as located via Mullan Pass and Helena, would be located through the Deer Lodge valley and probably through the Deer Lodge Pass. The fact asserted was that the Northern Pacific Railroad Co., which has no charter to construct branch roads, had nearly ten years since filed its location on this route, never withdrawn it, and has recently entered a contract to build the grade on 45 or 50 miles of said line. As cumulative evidence of the anxiety of the officers of expedition of construction and the greater certainty that the Deer Lodge Pass offered over the Mullan Pass were cited. From these the deduction was drawn. We might have offered other reasons for suggesting that the main line, instead of being built via Helena, would be built via Deer Lodge, but was given the desired solution. It is within the province of a newspaper to furnish news. It is not essential that it should when furnishing the same enter into details of the collision. If its news is new, and its records reliable, is the important matter with its readers. We have no qualification to make on the railroad notes of last week.

But the Helena Herald, in a vein of ignominious humor, a sad, satirical, glibly affects to doubt the correctness of our conclusion, to intimate that in this case the wish is father to thought, and to assume in a shadowy kind of way that newspaper preferences somehow effect the location of the Northern Pacific Railroad. We had thought the location of the road would be determined by the engineering advantages or disadvantages, the length, grades, curves, and cost of construction and operation, and the business tributary, subject to the conditions of its charter. If it is a fact that newspaper preferences have influence we beg to be put on the record as in favor of the Mullan route.

The Northern Pacific Railroad Company has a remarkable charter. As an eminent attorney remarked a few days since, "it is very ingeniously drawn." It was drafted for the railroad company by eminent lawyers. Any privilege it wished, plainly expressed, might impair its passage was provided for with sufficient ambiguity for the company to have a legal status with the odds in its favor, and aside from this it was exceptionally endowed. Its land grant is double in amount that granted any other road, and a failure to complete the road does not forfeit it. It has a guaranteed right of way 300 feet wide in the Territories, and its attorneys claim the title to this date from 1864, anti-dating nearly all individual land rights. If this position is sustained it could not be made to pay damages for right of way. Again, by its charter the right of way is exempt from taxation, and this is held to include its roadbed and track. Therefore, the main line may demand a large area of our best valley lands without compensation, and refuse to pay taxes thereon; a branch road would have to purchase right of way and be subject to taxation. Beside this, a transcontinental road runs its trains with reference to through travel and traffic, while a short road is operated for the convenience of local trade. The simple fact of being on the main line does not, as we see it, compensate the disadvantages arising therefrom, and so far as this is truly and valuably concerned, Helena is particularly welcome to that upon which, from the testimony furnished of the Herald, its future prospects are so bright. The main line will, however, be built through Deer Lodge valley, the New North-West to the contrary notwithstanding.

THE ASSASSIN'S TRIAL.

GUITEAU Presented at the Bar of Justice.

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CANNON'S ELIGIBILITY. The Seat of the Mormon Delegation to be Contested.

NEW YORK, November 22.—The Herald's Washington special says: On behalf of Allan G. Campbell, claiming the seat of the delegate from Utah in the next Congress, upon the certificate of Governor Murray, in whose case Mr. George M. Adams, the holding over clerk of the House of Representatives, has placed the name of George Q. Cannon, upon the roll, the formal attention of Clerk Adams has been called to the fact that Cannon is not a citizen of the United States.

It is a well known fact that Cannon is not a citizen of the United States. The certificate held by him as his certificate of naturalization was obtained by fraud, and has been fraudulently used, and is void on its face, in view of this decision and of further facts set forth at length in a printed brief accompanying the communication, that on the 28th of January last, after a full hearing of the court on both sides, the Governor of the Territory rendered a decision in favor of Campbell, and issued to him a certificate as delegate-elect, and that in an official taken by Cannon to the United States District Court of Utah, this decision of Governor Murray was sustained. Clerk Adams is asked, first whether he proposes to continue the name of George Q. Cannon on the roll of the House as delegate from Utah; second, if not, whether he will certify the certificate of Governor Murray by placing on the roll the name of A. G. Campbell.

Adams has made no written reply, but orally he has stated that he cared nothing for the question of citizenship, and would have put Cannon's name on the roll even if he had known him to be an unnaturalized Englishman. It is learned from the Sergeant-at-Arms that Cannon is regularly drawing pay every month as a member of the House, though he holds no certificate of election. Campbell and his attorney, Judge J. R. Mc Bride, of Salt Lake, are now on their way to Washington, and it is stated they propose to bring a suit to the courts of the District to test the power of the holding over clerk to place on the roll of the next House a person lacking the first qualification, viz: citizenship.

TRAIN THROUGH A BRIDGE. SPRINGFIELD, Ill., November 19.—Fifteen passengers were injured by the falling of a train through a trestle bridge across a creek on the Pekin division of the Wabash, four miles from here, to-day. The bridge, 20 feet long and 20 feet high. The bridge was weakened by the supports, and the recent gale weakened the weight of the train. The passenger car was suspended at an angle of 45° supported by timbers. None of the passengers were killed.

Private Secretary Brown. WASHINGTON, November 19.—Stanley Brown, late Private Secretary of the late President Garfield, and in a similar capacity for President Arthur, resigns on the 1st of December, or as soon thereafter as suits the President's convenience. Arthur desires Brown to remain during the remainder of his administration, but at the request of Mrs. Garfield, Brown has undertaken to prepare for the lithographer the papers and letters and literary remains of the late President. He is fully authorized to devote to the work much time. He has also accepted a partnership in the firm of Bateman & Co., bankers and brokers of this city, a firm which will be henceforth known as Bateman, Brown & Co.

Ballooning in the Arctic. NEW YORK, November 18.—Commander John P. Cheyne, of the Royal Navy, and an officer of the United States Navy, are expected to start for the pole in a balloon next spring. He advocated the use of a balloon when at the end of his journey, saying that after it passed the pole it might land in Russia and the discovery could be made known in a week after its accomplishment.

Pile Fighters Arrived. EATS, November 17.—White and Holden, prize fighters, were arrested this morning and taken to jail to await a requisition from Governor Brown. In the hour morning, White was knocked down several times, and had one eye partly closed. Both men were much charged and evidently resented the gravity of the situation.

Holden and White waiting the technicality of requisition taken to Connors quietly and without attempt at rescue. Their manly behavior stamped them as men above the rank of ordinary pugilists. Both are devotedly attached to the cause of the oppressed, and state their situation. The penalty under the Ohio law is from one to two years' imprisonment.

DEER LODGE, MONTANA.