

## THE RIVER PRESS

Wednesday, December 1, 1880.

Our Territorial Solons are bracing up for the siege at the capital. They should first dissipate all idea of obstructive tactics relative to local measures, where the demand comes from and is submitted by the representatives of the locality where the measure is needed.

We are in favor of judicious expenditures of money upon the county roads. The result is not so readily discernible as when the expenditure is made upon public buildings, etc., but an hour's stroll through our business houses very forcibly illustrates the wisdom of improvements upon public roads and highways.

It is reported now that the directors of the Union Pacific Railway Company will reorganize, and that the enormous passenger rates of 7½ cents per mile that it has been imposing for so long upon a helpless public, and with wonderful magnanimity will reduce the fare between Omaha and Ogden from \$77 to \$62. But let us be thankful even for this.

AGITATION over the division of Deer Lodge county continues with savage and sarcastic bitterness, the contention being championed by the *Miner* and the *New Northwest*, and the bone is—well suppose we guess the public printing. Both are able representatives of the Montana press, and one of them an able misrepresentative of popular opinion on the division question. The *Miner* is agitating a line of division from Warm Springs crossing eastward to the old county line, and south to the Deer Lodge river; the *N. W.* believes that while the Butte bees have a right to swarm, they should not attempt to carry off the entire hive.

LET the coming session of the Legislature be free from, at least, one objectionable feature. The practice of speculating upon votes, through local needs and local measures, for the purpose of promoting or defeating any particular scheme of a general character has heretofore been very prominent. It is time to put a stop to this. The people of this section do not send their representatives to the capital to antagonize the measures or requirements of other sections; nor do we believe that it is the desire of any other section that their representatives should oppose any enactments introduced and approved by Chouteau county delegations.

THE Syndicate which has undertaken to build the Canadian Pacific railway has imposed conditions which at best can only be termed harsh. The Dominion is to furnish and hand over to the syndicate the portions of the road now under construction; is to pay it twenty-five millions of money, and twenty-five millions of acres of land. Considering that the Dominion is heavily in debt, and that it must be many years before the new road will have any great degree of commercial value, we believe our Canadian friends are paying dear for their railroad. The syndicate has not agreed to carry the road to Vancouver, and the cause for division between the Dominion and its Western rival is more likely to become greater than less.

ALL that is at present known regarding the conditions of the recent treaty between the United States and China relative to an understanding on the vexed "Chinese question," is that such a treaty has been concluded. The sense of its terms in particular is not known, for its provisions in detail have not been made public. But it is stated that it contains no special provisions which interfere with immigration by any class of Chinese subjects, and that the treaty simply stipulates that the American government shall have power to regulate and control, by its own laws, such features as it may deem necessary for its own interest. It is not to be presumed that Congress will proceed very far in the matter, but will probably restrict its action to that feature relating to the importation of Chinese who come here under bond, or in a species of slavery that has been most detrimental to the interests of the laboring classes and injurious to our social institutions. It is a matter that should be handled deliberately, but at the same time with a view to eventually eliminate this disagreeable element of our population.

The action of the United States authorities in refusing to deliver Agent Berry to the State officers of Colorado, very forcibly antagonizes the impression, existing amongst some of the members of the bench and bar of the Territory, that the jurisdiction of offences committed upon Indian reservations is concurrent with the United States and Territorial courts. In refusing to deliver up Berry, the United States authorities decided that all offences committed upon Indian reservations are within the exclusive jurisdiction of the United States Courts. The counter opinion prevalent here is based upon the interpolation of an advisory opinion of Attorney General—Cushing, we believe—given at the request of the War Department, and published in a general order from that Department. As the question is one which materially affects the criminal affairs of this county, it is only proper that some steps should be taken to bring it to proper and speedy solution. The expenses attached to the criminal process of our local and Territorial courts, in connection with offences committed upon adjoining Indian res-

ervations, have, heretofore, not been very large; the exigency may arise, however—not at all imaginary, in view of the semi-lawless state of our borders—whereby enormous expenses may be saddled upon the tax-payers of this county. It would be preferable, of course, that the general government should bear this expense, but if this county is to foot the bills let us have the mandate devoid of uncertainty.

THE Boycott business in Galway has furnished the Land League with a test of its power over the Irish tenants, such as should convince every one that it represents real grievances and has managed to satisfy the people by its presentation of them. Captain Boycott seems to be one of those land agents of the French type, who have managed to make the worst of a bad system. For years past the people of Lord Erne's estate have submitted to his tyranny, but the League gave the signal for resistance. That resistance took a thoroughly legal and laudable shape. They did not shoot the agent. They did not destroy his crops nor hough his cattle. They simply declared that they would not get in his crops, and that they would taboo any one who did. Five hundred pounds worth was rotting in the soil, but neither for love nor for money could he hire the poorest of his neighbors, or of the tenants under him, to do an hour's work for him. In this state of distress the Orangemen came to his rescue but only under such a degree of protection as made their expedition ridiculous. The roads had to be lined with military to keep the people from breaking these Ulstermen's heads. The crops are in, but the victory is with the League. Meanwhile, the tenants will not pay their rent through Boycott. They have started for their landlord's residence to offer their rent in full to his lordship in person; but they declare that they will no longer recognize the agent. In this course they have the approval of both the Land League and the Catholic priesthood. There has hardly been a generation of Irishmen under English law that has not seen the ordinary course of rule suspended, and "coercion" substituted for constitutional government. The constitution is, like the English Bank Act, ready for suspension at every emergency. With most Englishmen, and not a few Americans, the disposition is to put the blame on the Irish. But the people of Ireland, apart from their relations to the landlords and at times to the Government, one of which has been bitterly oppressive under the might and authority of the other, are the most orderly and governable people in the world. There is a wonderful absence of any sort of crime in Ireland except agrarian crime, and it is not in the faults of the people, but in the faults of the Government, that every impartial observer will find the true reason for Irish dissatisfaction. If the English have done or are doing their best for the island, they are incompetent to rule it, and should abandon the attempt.

## A NEEDED ENTERPRISE.

Has the necessity for erecting a saw mill to furnish the demands of this town and vicinity completely faded away, vanished? or is this period of inactivity only the bracing-up for the attempt to remove the clog from the busy wheel of commercial venture? We sincerely hope that this calm is but the prelude to the storm, and that its result will be the uprooting of decayed and decaying measures, and that the debris, as it is scattered, will be collected by some impeding and impulsive agent, and formed into the means for the fulfillment of this much desired and sadly needed enterprise.

We think that the present is a fitting time to renew this subject, with a view of striving to fasten the attention of enterprising and industrious mechanics upon the feasibility of erecting a mill of sufficient capacity, and of proving to them at the outset that it is no mere venture. That, on the contrary, it is a business which, if properly handled and managed will repay investment. Money appears to be easy, the rate of interest in this vicinity is low; and capitalists seem willing to advance money towards schemes less secure and where the period of the loan is much longer than would be required in this enterprise. With all these important features favorable to the project; with the demand for building material still steadily increasing; and with the prospects of a successful logging season before us, we scout the idea of failure if all those interested will only work together and with the will to succeed. Try it, advance home industries, and let the money that is paid for lumber be circulated in our own community.

## SOME MORE QUESTIONS.

To the River Press:  
As the *Record* and its Old Agency correspondent are so very persistent in asking questions concerning the "tickets" used at the late election, they, of course, to be consistent, will not hesitate to enlighten the Benton people by answering a few questions relative to the "tickets" at the Old Agency precinct.

Why, and by whom, was R. S. Ford's name scratched, at Old Agency precinct, upon the Regular Democratic Tickets?

Why was it that R. S. Ford's friends, at Old Agency precinct, were obliged to write Ford's name upon the Regular Democratic Tickets?

That such scratching did occur, and that Mr. Ford's name had to be written upon the Regular Democratic Tickets, at the above named precinct, has been publicly asserted in Benton by responsible authority.

Yours, etc., ENQUIRER.

## TAILINGS.

With Fahrenheit twenty degrees below,  
And blowing like great guns,  
That I e-cause business was no go,  
But fell like the weight of a hundred tons,  
Or a story by Mrs. Stowe.

Presidential cabinet makers are still at work upon Garfield's secretary.

Lady composers never have so much trouble as men in spacing out the lines. The sex have a faculty of always getting in the last word.

The boss of tanks was terribly agitated during the prevalence of the last great storm. Hundreds of vessels disappeared and left not a wreck behind.

We confidently expect to see a vigorous administration party arise among the intelligent classes of the south. They will arise principally in P. O. towns, and will consist of him and his clerk.

They (the South) will turn their chief attention to the political development of their magnificent section, and will watch, from the tops of the nearest fence, the patient African search for the loaves and fishes.

He (the Pres.) will foster all tendencies in this direction, if the South frankly accepts the Presidential situation. But we fear the South would not have the Presidential situation if it was offered to them.

Capital will flow in, and all the nerves of industry will be touched, and whisky will again sell at ten cents a pint at the X Roads.

A great many men are cottage-built; that is to say, they have but one story. And they are forever telling it.—*Boston Transcript*. They doubtless look upon such an one as a telling story.—*Detroit Free Press*. But they sometimes get a mansard roof on it.

"Father; why is a hen sitting on a fence like a penny?" asked young Telemachus, as he came in from a walk with old Mentor. "Because, my son," answered the wise Ulysses, "it is head on one side and tail on the other," and Ulysses went on scouring his shield.

## MINERS' NOTES.

Mining claims in Utah (by statute) are real estate, and pass by deed.

A mining claim on the public domain may be held either by actual occupancy, and the exercise and control over it by distinctly indicating the boundaries by monuments and marks, or by occupancy in accordance with the local mining customs.

No use of any mining claim is lawful which precludes the owners of other mining claims from the enjoyment of such other claims.

The possession of public land in the mineral districts, acquired and held in accordance with the possessory act for agricultural purposes, carries with it the right to the wood and timber growing thereon, and this right is superior to that of subsequent locators of mining claims who need and seek to use the wood and timber for carrying on their mining operations.

A bill of sale not under seal is insufficient to convey a ditch or mining claim.

A bill of sale of a mining claim, not under seal, can pass only an equity, and such an equity as is subordinate to the legal title or any superior equity.

Where a party's rights to a mining claim are fixed by the rules of property which are a part of the general law of the land, they cannot be divested by any mere neighborhood custom or regulation.

The right to mine ore upon the land of another, whether it be an easement or by license, cannot be created except by deed.

## THE NORTHERN PACIFIC.

A Syndicate Formed with \$40,000,000 Capital—The Entire Road to be Built in Three Years.

The Chicago *Times* Philadelphia special dispatch says: Charles D. Wright, one of the directors of the Northern Pacific Railroad Company, who returned from New York, late on Saturday, was at his office today, and said negotiations were closed on Friday night between the Company and a syndicate of American and European bankers, under which the syndicate is to furnish \$40,000,000 for the completion of the road. Mr. Wright said the names of the bankers composing the syndicate would be published from the Company's office in the course of two or three days. In the meantime he did not feel at liberty to give their names. He said, however, that they were of the highest standing—there were no better names in America or Europe. It is understood that the leading members are Drexel, Morgan & Co., August Belmont & Co., Winslow, Lanier & Co. and J. and W. Seligman, of New York, and Morton, Rose & Co., of London. Mr. Wright said it would be improper, just at present, to give the exact terms of the agreement, but he would say that the syndicate were to take the bonds of the Company on a scale ranging between nine and ten per cent. The road would be completed within three years. As you know, said Mr. Wright, the rails were laid across the Montana boundary, one hundred and seventy-seven miles west of the Missouri river, on November 10th, when the silver spikes were driven; to-day the rails are laid to within 30 miles of the Yellow-

stone; the grade is completed to the Yellowstone, and the rails will be laid during the present month. The graders are now working up the Yellowstone, and during the winter the road will be completed to Miles City at Fort Keogh. There is only about 800 miles of road remaining to be built. About 300 miles of this will be constructed during the coming year. We shall soon ship rails around the Horn to be laid on the western end. We are pushing the work in Montana. We will reach Bozeman or Helena during the year, thus giving an outlet to that wonderfully rich and fertile part of the Territory. The line, as at present located, runs through Bozeman, but there is a possibility of its being carried farther to the north so as to strike Helena. Chief Engineer Anderson has recently been over the route from the end of the track to Pen d'Oreille Lake, in Idaho, from which point southwestward to Walla Walla, on the Columbia river, a section of road is finished. From Walla Walla to Puget sound there is almost 200 miles of road to be built. The other 600 miles is the distance across Montana. Within the last ten days the Company has bought 300 miles of steel rails which will be laid during the coming year.

## Postmaster-General's Report.

WASHINGTON, November 23.—The annual report of the Postmaster-General presents a large amount of statistical information concerning the operations of the department, which has already been published in abstract reports of his subordinate officers. Attention is invited to the statement of Assistant Postmaster-General Brady respecting the Star service transportation and last year's deficiency as worthy careful consideration. To have restricted the postal service to the meager appropriations of 1879 would have rendered it entirely inadequate to the wants of the people. He has carefully reviewed the estimates of General Brady for the next fiscal year's mail transportation in all its branches and approves all as being in accordance with the probable requirements of the service. An appropriation is recommended for the continuance of special mail facilities on railroads, such as extra trains with mails only and the acceleration of regular trains carrying mails, etc., which the people have enjoyed for several years past. It is not doubted that regular and frequent means of mail steamship communication with the Mexican, Central American, South American, and trans-Pacific ports, would prove important auxiliaries to American commerce, and I think it would be a wise measure of public policy to encourage by appropriate legislation the establishment by our own citizens of American lines of steamers to such ports as will in the judgment of Congress promote our commercial interests. I think it would be a wise measure to so amend the general on the subject as to authorize the payment by the Postmaster-General of a just and reasonable compensation within prescribed maximum limit and commensurate with the importance of the service performed, to such lines of American steamers as may be employed under contract with this department in transporting mails of the United States to Mexican, Central American, South American, and trans-Pacific ports.

The money order system continues to grow in popular favor. The Superintendent of the money order system suggests a plan for the reduction of fees, which seems entirely feasible and which is commended to the attention of Congress. His plan is to reduce the fee for money orders not exceeding \$5 to five cents, to extend the maximum limit of an order from \$50 to \$100, so that increased commissions received for large orders may offset the loss resulting from reduced fee for small orders. The foreign money order business and letter-carrier system is in a highly satisfactory condition. He thinks dutiable goods through the mail from abroad should be more numerous instead of more restricted, and should embrace all mail matter. He strongly commends the plan of establishing a postal savings system like that of Great Britain and Canada, where it is successful and is a source of actual profit to the country. It would be even more advantageous here. It would require but little more work and be a boon to the people. He had while abroad examined the postal telegraph system. It has been perfected, extended, and cheapened largely since taken from private hands, and yields a profit to the royal treasury. It is time to question whether this system should not be taken from private corporations, whose managers seek only personal gain and not to the convenience of the public. He unhesitatingly endorses Key's war on lotteries, and recommends decisive legislation against them so far as the use of the mail is concerned, in accordance with the Supreme Court decisions. He also urges legislation to deprive of the benefit of the mails those newspapers which publish lottery advertisements.

## The Law of Entail.

Much misapprehension exists in this country as to the present powers of entail in England. There is no such thing as a law of primogeniture, except in so far that if a man die intestate his real estate would pass to his eldest son, except in Kent, where it would be divided among all his sons. Up to the close of the last century the power of entail was illimitable. It was curtailed in consequence of the extraordinary will made by a merchant named Thellusson, of Swiss origin, who accumulated a vast fortune in London, partly by buying up jewels from French emigres at the time of the great revolution. Mr. Thel-

lusson intended his money to accumulate until it would have reached about \$700,000,000. The Government deeming it undesirable that any subject should possess wealth so colossal, introduced a bill limiting entail to living persons and twenty-one years afterward. This is not much greater than the power of entail in New York, and almost identical with that in Massachusetts. Many estates in and around New York—the Lefferts, Rinelander, for example—are entailed. In England hundreds of great properties are completely unentailed, and it is purely the custom, not the law, of the country which will cause them to be transmitted to the eldest son. Men who are very liberal in politics favor the custom, because they think that it keeps up the position of a family, and that were an estate divided up in the next generation none would be better for such division. It is not generally understood here that the law in England permits a man to leave his property precisely as he pleases, and that a Duke can leave all to his footman. The great estates, for instance, of the Duke of Hamilton, Premier Duke of Scotland, were, up to the time of his marriage, absolutely unentailed. This came out of some law proceedings.

## U. S. TREASURER'S REPORT.

Receipts and Expenditures of the Government—National Banks.

WASHINGTON, November 23.—From the annual report of U. S. Treasurer Gillilan, it appears that the receipts of the Government compare very favorably with those of the previous fiscal year, and show an increase from customs, internal revenue, and in sales of public lands of \$59,811,505, and a decrease in those from miscellaneous sources of only \$112,079. The expenditures show a slight increase of \$695,074 in the aggregate, as compared with the previous fiscal year, caused by an increase of \$22,895,040 in payments on account of the Interior Department, but show a decrease of \$21,699,965 in expenditures for interest and premium on the public debt, on civil and miscellaneous accounts, and for the War and Navy Departments. The balance of the public money on deposit in the Treasury and subject to draft at the close of business June 30, 1879, was \$417,223,787. The receipts during the year from all sources amounted to \$494,578,241, and the drafts paid to \$708,190,900. After deducting the receipts properly refunded and outstanding drafts, there was subject to draft at the close of business June 30, 1880, \$204,683,836, which differs from the debt statement balance by \$3,595,213, which is explained in the appendix. The business of the Government involved the transfer during the year of \$11,053,357,825, the greater portion through the medium of the accounts of this office, and the remainder by the actual transportation of the funds.

Fifty-eight National banks were organized during the year, five failed and twenty-one went into voluntary liquidation, leaving 2,102 doing business. The amount collected from National banks by the Treasurer of the United States, for the semi-annual duty accruing during the year, was \$7,591,770. The total amount collected during the existence of the National banking system is \$100,361,469.

The report embodies a statement of the liabilities and assets of the Treasury for the years 1877, '78, '79, '80, from which it appears that the gold and silver coin and bullion ranged from \$114,464,982, in 1877, to \$163,969,444 in '78, to \$222,807,368 in '79, and to \$214,303,215 in '80. The decrease of \$85,000,000 between 1879 and 1880 is represented by the reduction of the gold balance of \$34,000,000, and in the increase in silver coin and bullion on hand. The influences tending to the decrease of the gold balance have been primarily owing to the scarcity of notes, compelling the payment of duty balances to the New York clearing house in gold coin, and there has been but a small amount of United States notes and gold certificates presented for redemption in gold coin.

There has been during the year an increase in silver coin \$10,977,970 in standard dollars, and of \$7,849,994 in fractional silver coin.

The note assets, including the balances due from depositing banks have decreased from \$107,664,287 in 1877 to \$93,417,282 in 1878, \$63,926,653 in 1879, and to \$42,802,314 in 1880. This steady decrease, the Treasurer says, is due in a great measure to the withdrawal of the notes caused by presentation of clearing house certificates for redemption, the amount of these certificates outstanding having been reduced from \$1,335,000 in 1879, to \$9,975,000 in 1880. Another reason for the smallness of the note balance, Gillilan adds, may be found in the falling off in the note receipts, the revenues of the Government being now largely paid in coin and silver certificates.

From the table of assets and liabilities of the government November 1st, 1879, and November 1st, 1880, it is shown that on Nov. 1st, 1879, there were \$151,048,034, and on Nov. 1st, '80, there were \$141,597,013 61 available for redemption. The amount of gold coin and bullion in the Treasury, Jan. 1st, '79, the date of redemption of specie payments, was \$135,382,739, and at the date of Nov. 1st, it is \$140,725,952.

The New York *Telegram* says: As the day approaches when the Passion Play is to be produced on the stage at Booth's theatre, the popular sense of outraged sentiment in respect to it seems to grow stronger. Thurlow Weed, in this morning's paper, joined the army of protesters against this play.