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## YELLOWSTONE PARK.

Names of Many of the Directors of the Improvement Company, Including Numerous Distinguished Men—What the Company Proposes to Do.

WASHINGTON, Nov. 22.—Some time ago the contract between the secretary of the interior on the one part and Messrs. H. F. Doughlass of Fort Yates, Dak., and C. T. Hobart of Fargo on the other part, for the erection of hotels and providing other accommodations and facilities for visitors to Yellowstone park, was published in these dispatches. Under this contract the parties of the second part have proceeded to organize a joint stock company and for this purpose, with other parties interested in the enterprise, held a protracted session in Chicago some time ago, and selected an executive committee and in part appointed a board of directors. This board will consist of many of the most noted capitalists, business men and politicians of the country. It is not yet quite complete, two or three other prominent gentlemen who have been solicited not having yet signified a willingness to accept directorships in the association. The following named gentlemen have already been determined upon as directors:

Robert L. Green, Elizabeth, N. J., lawyer; C. E. Haupt, St. Paul, Minn., civil engineer—a son of Gen. Haupt; C. A. Roberts, Fargo, Dak., merchant; J. B. Gillfillan, Minneapolis, lawyer; P. H. Kelly, St. Paul, merchant; H. T. Douglas, Fort Yates, Dak., merchant; Hon. Roscoe Conkling, New York, lawyer; A. S. Vanderpool, New York; Rufus Hatch, New York, retired banker; Charles E. Quincy, New York, banker; Gen. J. A. Williamson, Boston, ex-commissioner of the general land office; John B. Lyon, Chicago, merchant; J. B. Houston, New York, president of the Mail Steamship company; John Clay, Jr., Chicago and Brantford, Ont., sub-commissioner under the royal commission on agriculture from England to the United States; Hon. R. T. Merrick, Washington, D. C., lawyer; Elijah Smith, Boston capitalist; Carroll T. Hobart, Fargo, Dak., division superintendent Northern Pacific railway; H. J. Hastings, New York, editor; Hon. John R. Broad, New York, judge of the supreme court, New York; Samuel W. Merton, Chicago capitalist; Mr. Church New York, artist; James S. Huntington, Hartford, Conn., capitalist; John C. Wyman, Valley Falls, R. I., manufacturer; A. J. Hatch, Stamford, Conn., stock broker; George Elly, Lynn, lawyer and retired capitalist.

### THE EXECUTIVE COMMITTEE

consists of Aaron J. Vanderpool, John B. Gillfillan, Henry F. Douglass, Gen. James A. Williams, Charles E. Quincy, P. H. Kelly, John Clay, Jr., John B. Lyon, Joseph S. Huntington. Mr. Hobart of Fargo has been elected vice president and will be superintendent of the branch of the Northern Pacific in process of construction from Livingston to the park and will have general supervision of the affairs of the association.

### PLANS OF THE SYNDICATE.

Two hundred men are at work now on the branch line and twenty-five men in the park getting out the timber for the hotel buildings. It is expected that everything will be ready for the accommodation of visitors by the first of June next. Mr. Hobart is now here for the purpose of locating the lands on which the hotels are to be erected and obtaining the lease from the government. As soon as this is done the \$500,000 which Mr. Harris has promised to advance will be forthcoming. The managers will have another meeting in New York on the 3rd of December, when they will complete their organization. One good result of this enterprise will be the protection of the park from vandalism, which, if allowed to continue, would, it is said in a few years entirely deprive it of its attractions as a place of national resort and interest. It is said that during the encampment of Gen. Sheridan's troops in the park, the worst species of vandalism were committed by the soldiers, and over 15,000 acres of timber land were laid waste by fire. Under proper police regulations and the extension of the judiciary over the reservation, which will be brought about by the association it is expected that vandalism in the park will be entirely superseded.

A gentleman from the east recently, via the Northern Pacific, offers to wager that trains will be running between St. Paul and Helena before the close of the present fiscal year.

## A Good Race.

The following very interesting account of a mile and a quarter handicap at San Francisco, in which two Montanians figured—one of them winning—is from the *Examiner*:

"Joe Howell showed to the front right away, Frank Rhoads close up and Boullis but a few feet behind. The rest strung out a length apart before the quarter had been run. When they had gone half a mile Frank Rhoads went up and passed Howell and kept that order to the half mile post, where Flowers, Winters' little colored rider, commenced to push up with Atalants. At the bottom of the track Atalanta had got to third place. Here, too, Garfield made his effort, but the pace was too hot, and he could not stay. The real race was made on the home stretch, from the three-quarter pole all the way to the finish. Rhoads was a bit ahead at the stables, where Duffy made his last effort with Joe Howell. As the gallant old horse rallied under the whip and shot ahead of Rhoads, hundreds cheered and waved their hats, for his success was very popular and they thought he had won the race. Then as the leader's speed began to fail and Frank Rhoads crept up and up until he had lapped Howell's girl, the cheer died away and many a long face was drawn. Under the wire the leaders thundered, Houston whipping frantically and Duffy sitting close to his horse, riding him out but using no whip. 'A dead heat,' cried the people on the outside. 'Howell wins!' 'Rhoads wins!' came from all parts of the track, but Joe Howell was the winner by a bare nose, and had the race been a yard longer, so fast was Rhoads coming up Howell would have gone to second place."

"Did you not cut that a trifle fine, Duffy?" asked the reporter, after the race, thinking that Duffy was imitating Fordham, the illustrious English jockey, and had purposely made a sensational finish.

"No, sir," replied Duffy "the last time I gave old Joe the whip he winced and swerved, but did not respond, and I knew that he was clean run out. All I could do was to ease him as much as possible, by sitting close and praying to the Lord that Houston would think he was beat and stop coming. I tell you that Joe was run out to the last pound, and little wonder over such a track with that weight."

The race was run in 2:17. The track was very heavy.

The Montana race horse Jocko will run in the two-mile heat race at Oakland, California, on the 9th inst. The reason Jocko did not take part in the four-mile race was because the track was heavy, and, beside, had not had sufficient work.

### Canadian Pacific Engineering Difficulties.

WINNIPEG, Nov. 25.—Maj. Rogers, assistant chief engineer of the Canadian Pacific railroad, returned last night from the Rockies, where he has been for two years looking for a direct line to connect with the British Columbia end of the line. He says that at the summit of Kicking Horse pass was found a beautiful prairie, three miles long by two wide. There was also a chain of three lakes and a beautiful glacier on the south side appeared to fill up a valley in the mountains from the summit. The party followed the side of the mountains for ten miles. From the summit the Blackberry runs westward, and Bow river eastward. The prairie referred to is described as interspersed with large trees of spruce, Douglass fir and other varieties, presenting a beautiful, park-like appearance. During the past spring three new parties were sent out to replace those which had returned the preceding winter. Those coming by way of Fort Benton reached Kicking Horse valley in July of this year. Maj. Rogers had in the meantime reached McMillan's encampment. About the 24th of May a party of ten or twelve men was sent up Kicking Horse pass with supplies to meet Aymer's party, who it was thought would be short of provisions. McMillan's party was reinforced by the new party, and recommended work in the Kicking Horse pass. The surveys of ten miles each way having been made from opposite directions, there remained

### AN UNSURVEYED SPACE

of ten miles, which the party now surveyed. The second summit of the pass is twenty miles from Columbia river. Aymer's party is stated to have spent a large portion of the season in

### CUTTING TRAILS.

Here again it is stated there is a fall of about 1,500 feet in a distance of five

miles, or 300 feet to the mile. It is proposed to overcome these difficulties by alternately tunnelling and cutting. Should it be found impracticable to cross the Selkirk range in direct line, the valley of the Columbia will have to be followed. He started from the summit of Kicking Horse pass to cut a trail down to where McMillan was surveying and was afterward ordered to cut a trail to the Columbia river and thence to the pass discovered by Maj. Rogers through the Selkirk range. There are said to be serious difficulties in the way of effecting a crossing through this pass; for instance it is said that there are five miles of snow slides where no shed would have sufficient strength to resist. This river bends a long way to the north, whereby the distance would be very much increased, though no great engineering difficulties would be encountered. Heuston's party started to run a preliminary and location survey from the summit of the Kicking Horse pass westward and Davis' party eastward. It seems to be a settled matter that the railway is to be built through the Kicking Horse pass, but how the difficulties of the Selkirk range are to be overcome, would appear to be rather a question for the future to decide.

### Important Developments.

The *Pioneer Press* of the 23th ult. says: President Hill, of the Manitoba company, and President Stephen of the Canadian Pacific left St. Paul last night on the 8:45 train for New York city their private car being attached to the regular passenger. Mr. Hill will be absent two weeks, and it is stated on good authority that his visit East with president Stephen is the result of the favorable termination of the conference which has been held relative to the future relations of the two railways. It is also stated that negotiations are in progress which will undoubtedly end in an agreement upon one of the most important developments in the railway line yet attempted in the Northwest. It is understood that the relations of the Manitoba and Canadian Pacific will be much more closely allied than ever before, and that they will now join in a common interest of vast importance and insuring the beginning of a work of magnitude.

### Edison's Dream.

New York special to Cincinnati Gazette: The Edison Electric Light Company promises, if the developments of the light are at all equal to the present expectations, to become perhaps even a more iniquitous monopoly than the gas companies now constitute. Originally the experiments for the electric light were carried on with a capital of perhaps \$100,000. This was swelled into a watered stock of \$360,000, and now the capital is \$720,000. Edison's great object is to so water the stock as to finally issue twenty or thirty shares for every now held by the Electric Light company stockholders; and, if this is accomplished, the capital will be raised to from \$15,000,000 to \$20,000,000. Who will have to pay for this? The people of course. His idea is to enjoy a stringent monopoly of the entire electric lighting of the country, to absorb all the other electric companies, and to make competition absolutely impossible. Edison owns of the present 7,200 shares nearly one-third and if his dreams can be realized, his interest in the company some day will be worth from \$3,000,000 to \$5,000,000. The fact is the scheme is throbbing through his mind so wildly that he does not give himself time to eat, to sleep, to think, almost; that he abandons soap and water and meals, all the comforts and conveniences of life, to work night and day at his shops, and is reducing himself to the condition of the most pitiable laborer.

### Distress in Ireland.

LONDON, Nov. 24.—It has been officially reported to the Government that a widespread distress is feared in Ireland this winter. The districts are most seriously affected through want of the employed on farms and the failure of the potatoe crop are Sligo, Ballena, Sevenford and the greater portion of Galway. There is much destitution in West Clare and Connaught. Owing to the continuous heavy demands upon Irishmen in America to support the Land League there has been a considerable decrease in remittances to the struggling natives in Ireland. This has reduced many to the condition of being unable to purchase new seed.

WASHINGTON, November 28.—Fort Point, San Francisco, will hereafter be known as Winfield Scott, and Fort San Jose, on the same harbor, as Fort Mason.

## CHEAP STATIONERY.

A Valuable Invention Adopted by the Post Office Department.

WASHINGTON, Nov. 23.—The post-master general to-day concluded a contract with Leo Ehrlich of St. Louis for the use of his recent ingenious invention of combination letter sheet and envelope. By the middle of January, the Ehrlich invention will be on sale at the principal postoffices in the country, in the shape of a letter sheet and envelope and stamp, all for 3 cents, and a circular letter and envelope and stamp for one cent, adding cost of paper. The single sheet is manufactured with gummed flaps, which, when the sheet is folded, lap over the two open edges and secure the missive. The government stamp is to be embossed on one of these flaps, which comes over like the flap on an envelope, and the whole is licked, stamped and sealed with the same motion. This brings the stamp where the old wafers and seal used to be, instead of being upon the upper right hand corner. The letter can not be opened nor the embossed stamp removed without destroying the stamp. The principal advantage is

### ITS CHEAPNESS,

both to the government and to the business public. To the man who writes his communication on one side of the sheet, it will be a saving of 50 per cent in time and expense. It will cost but a trifle more than an ordinary envelope, and in general use will save, it is alleged, half the present weight of the letter mails. The stamped article will be manufactured under the supervision of the government stamped envelope agents. Those that are to be put on sale at the stamp windows will be of the denominations of 3 2 and 1 cent, the latter, or circular form, being minus the end flap or open. This patent letter sheet will be sold at a price ranging from \$2 to \$4 a thousand, according to the quality of paper used. It would seem to be a severe blow to the stamped envelope business, and to be an important factor in hurrying up cheap postage. Another phase of the case is that Mr. Ehrlich managed by skillful lobbying, to get a bill through congress, last session, authorizing the use of the device by the post-master general, which will make him a fortune.

### Thurlow Weed's Span of Life.

Thurlow Weed's life almost spans the history of this country under its present Constitution. He was born before Washington died, and when Webster, Clay, and Calhoun were making their reputations he had edited several country newspapers and fought in the battles in his country. He was older than Seward or Lincoln, or Greeley, and when Clay, Webster and Calhoun were dead he had not entered upon the most important part of his career. He was alive when Napoleon's star appeared in the darkness of the French Revolution, and was already a man when the battle of Waterloo was fought. He lived and worked with three generations of public men. Most of the men who are now beginning to attract attention might have been his grandsons. Benjamin Franklin died seven years before Mr. Weed was born. These lives of these two journalists take the world back into the reign of Louis XIV, and beyond the birth of Frederick the Great. Another such would very nearly reach the time of Shakespeare.

### A Black Hills Costume.

The following item is at present enjoying the run of the eastern press: One of the Deadwood "girls" is having a dress made and embroidered with the cattle brands of the various cattle men whom she counts among her admirers. It is evident that she is in cahoots with the coroner and surgeon, and is taking this way to promote duellistic encounters.

Among the many paragraphs going the rounds of the states press regarding people and things in the Black Hills, the above is the only truthful one that we have yet encountered. The others are all rantings of some journalistic fiend's fancy. The dress referred to is not only receiving the brands of many of our thoughtless young stock men, but the initials of their names as well. An arctic seamstress in Fountain City is doing the embroidery, under contract of \$200. Some of the investors in the dress will no doubt be heartily ashamed of their fool investment before they die, if not sooner.

The brands and initials of her particular favorites cover the side of her neck and bosom, and the brands, etc., of those occupying an indifferent corner in her affections are attached to the bottom of

the skirt, and some are located so as to be frequently set down upon. After reading this explanation her admirers will be enabled to discover at a glance their standing in the girl's sinful love, whenever she appears in her novel frock.

### The President's Mail Bag.

I was in the White House the other day and saw a stack of some hundreds of communications addressed to the President of the United States. They were neatly jacketed and briefed and corded up, awaiting the President's return. I asked Secretary Pruden what the tenor of such letters was.

"Oh, everything," was the reply. "They are on every conceivable subject of a personal nature to the writers. Many of them are direct appeals for money. Now, you would never suppose a stranger in Texas, Nebraska or New Hampshire, or somewhere else, would write to the President for a few dollars with the expectation of getting it, would you?"

I answered that I didn't feel quite sure about that, since women and men who are total strangers to me frequently came into my office and requested me to get them a pass to Philadelphia or New York, or a government clerkship or a situation on a leading newspaper.

"Well, it's a fact, there are letters here asking Mr. Arthur to send various sums by return mail or express, from 50 cents to \$500. One young lady writes for money to buy a piano, by which, she says, she will be able to earn her own living. Another, a man wants to borrow \$100 for six months, for which he will give his note and ten per cent interest."

I glanced at the top jacket and saw the brief "Pecuniary Assistance."

"Yes, that's one," said the genial Secretary. "There are a great many more in the stack. Some want official sinecures, making no professions of service. They merely want to be put on the roll somewhere for a few months, so the salary will help them along. They were usually not particular, however whether the government or president furnishes the money."

"Which, of course, he does?" said I.

"Oh, yes, the same as you provide the railroad passes and clerkships. Why, his \$50,000 a year wouldn't be enough to pay their demands upon him personally. He can't even read their letters. It's a very funny world this." And so it is. —*Correspondence Philadelphia Times.*

### LIGHTNING TICKETS.

DETROIT, November 28.—Cornwell, Prince & Co., the largest paper dealers in the city, have failed. The figures are not given. Their failure created much surprise.

JOLIET, November 28.—The Trade and Labor Council boycotted two newspapers of this city, and all merchants who patronize them, on account of a denunciatory article in the papers directed at unions.

RICHMOND, Va., November 28.—The state board of canvassers threw out the vote of Gloucester county, and gave the certificate of election to Mayo, coalition, to congress. The delegation stands six coalition and four democrats. Notices of contest are made.

CHICAGO, November 28.—Local papers are calling the attention of Mayor Harrison to the fact that a large number of gambling halls are openly running in the city. Names of places and numbers are given with great circumstantiality, but the Mayor professes to know nothing of any such illegal places. Universal praise is accorded to the police superintendent for his late raid on Hankin's den, and he is urged to eradicate the whole unlawful nest.

ROCHESTER, November 28.—A bad disaster was narrowly escaped at Cayuga, on the New York Central, where some of the most horrible accidents in the history of railroads have been witnessed. The engine on a New York express ran into a drawbridge through some sort of carelessness that has characterized the management of this bridge before. The deck of the engine rests on the deck of a canal boat in the draw. Four lives were lost.

CHICAGO, November 29.—Gen. Rosecrans is here with his wife and daughter, en route to Washington. He said of Kearney, "The last I heard of him he was draftsman for the custom house. The sand lottery is gone, and Dennis is working somewhere, but I've lost track of him."

The only exclusive hardware house in Northern Montana is that of H. J. Wackerlin & Co.