

THE WEEKLY HERALD.

B. E. FISK, Editor.

THURSDAY, MARCH 29, 1877.

A LION IS IN THE WAY.

Since reading the various articles which have been published in anticipation of the possible submission of the railroad proposition two weeks from to-morrow, we are made painfully conscious that to all enterprise there are imagined obstructions or invented obstacles. The *New North-West*, accounted not wholly uninformed as to fact nor lost as to pride, has published two articles upon railroads which it is no exaggeration to say have amazed its intelligent readers. Its law is not sustained by authority or reason, nor are its assertions sustained by facts. Its statement that narrow-gauge roads do not cost over \$4,000 per mile, we spoke of on Saturday. Since then we have been shown the proceedings of the convention of advocates of narrow-gauge roads, held at St. Louis in 1872. It fully confirms the statement that ordinarily well constructed roads of three feet gauge do cost \$13,000 per mile. Short roads of two feet gauge, designed for small private enterprise, may be built for even less than the price named, but trunk lines for a large business will cost \$13,000 per mile and upwards.

The right of Montana or Captain Mills to build a railroad in Idaho, we are advised is a question upon which there is not any contention among courts whatever. Denver has built roads outside of her corporate limits, and no city in the East of 300,000 inhabitants can be found whose bonds have not been issued to roads for their construction outside the municipality. We have been shown a decision to be found in the 21st Ohio State reports, involving the right of Cincinnati to build a road in Kentucky and Tennessee, where the right is sustained.

Equally erroneous, we are advised, is Capt. Mills' law as to the propriety of submitting to the electors whether the aid provided in the law shall be granted or no. Many decisions upon this question are gathered in "Cooley's Constitutional Limitations" against the position of the *New North-West*. Equally foolish to us seems the fascination that a railroad commission had to the editor of our West Side contemporary. To him the paying for a road a given sum when you get it has the "odor of jobbery," while appointing inexperienced men who may betray, who may be outwitted by sharpers, has the odor of sanctity. We reflected somewhat upon this question when it was pending in the Legislature, and it seemed to us the commission was cumbersome, expensive, and useless. It seems so still. We knew about what the road would cost us and about what we could afford to give. To allow men to offer more was foolish; to give them discretion until we knew who they would be was a violent test of trustfulness; it opened the doors to delays, to betrayal, to corruption, to personal scrambles and local bickerings, and it put in peril the very interest sought to be promoted. We perilled our all by placing it in the hands of the "Great Unknown."

We presume that railroad enterprise will not again look toward the transcontinental line for connection. Here, the project for a connection with the Missouri river has strong supporters and it will be consummated. It will be of the highest advantage to the people of Meagher, Jefferson, Deer Lodge, Lewis and Clarke, and Chouteau counties. It will be of great but lesser advantage to the southern tier of counties. On their account the failure of the Utah Extension is to be greatly regretted. Our people are not contented with present possibilities because they include enough to eat. They believe that the estimate of them which holds them poverty stricken squatters, content with enough of game and vegetables to satisfy hunger, which consigns them to the pecuniary, social and moral backwardness of the present for an indefinite period is a degrading estimate, and they will hardly bury their aspirations for a better life under the apprehensions of the croakers that it is the highway to starvation. Meanwhile the situation has its amusing aspects. The estimate in which the busy world holds our intelligence may all be read in the dispatch from the Northern Pacific Railroad published by us Saturday. In the apprehension that Gould & Co. would accept our offer and that a fierce campaign was impending they sent that chaff across the continent, with instructions to "notify the newspapers," to catch such venerable birds as have heretofore been fooled with it by this same company. Our readers will recall the names of the more prominent of them who found a fitting representative in the last Legislature in Mr. Hays of Gallatin. They are men who live on delusion and strive to see how many they can beguile into a snare. Destitute of pride they are willing to be laughed at by all the generations they survive. Their animosities feed them with motive power and they lag superfluous on the stage to arrest all progress, by appealing to the narrowest and basest of motives and passions. They are not so malicious as ignorant, not so unbending as shameless, and while they are permitted by some inscrutable Providence to try our patience, it becomes us to endure them with great good nature. Happily they are not numerous even in Montana, and perhaps their hostility to railroads is nothing more than self-defense. To such men the statement of Mr. Stark that "the company had decided to call a stockholders meeting to obtain authority to build west of the Missouri river," would furnish ammunition for a whole

campaign and would be dished up in the *Times*, *Courier*, and *Missoulian*, in the same type and words that are used to express sincere statements. As if it was not money instead of authority that were wanted to build that road; as if it was not action by the Directors instead of a meeting of the stockholders that was needed, as if we were not advised that the company is in *articulo mortis* and that Congress was discussing the proposition to wipe it out as a cumberer of the ground. Meanwhile these industries and people stagger under burdens grievous to be borne. Property is not remunerative, labor does not reap its fitting reward. Worse than this. We dwindle in population, in developed wealth, day by day. We write of an existing condition of things, but the ceaseless draught upon population and resources goes on, so that each week presents us a new condition and a new enigma. It takes no prophecy to foretell the result in a near future. It is only a mathematical calculation. And after experiencing this depletion for years, after all this discussion men and papers are found who refuse to recognize the situation, who are indifferent to the cause, who laugh at the peril, who pervert the facts, and support no plan looking to the public amelioration. In the face of a position so serious, calling for the exhibition of the highest elements of character, it becomes us to set an example of courage and daring, of fortitude and prudence, of enterprise and industry, not folding our hands in discouragement so long as effort will avail. We have before enquired as to the undeveloped wealth of the country. The next question—and it is a question which presses with a force which may not be resisted—is, can we under the conditions which surround us make these resources minister to realization? Or shall they in the near future disappoint expectation and feed only hope? To us who now live shall what we know there is of good in Montana,

"Shine to elude and dazzle to expire."

Insane Asylum Award.

Dr. Mitchell, on Wednesday, received a telegram from Governor Potts advising him he had been awarded the contract for keeping, clothing, maintaining and medicating the indigent insane of the Territory. The price is \$8 each per week for any number. This is considerably less than the insane have heretofore cost, and the conditions of the contract involve much better care and treatment than they have heretofore had, specifying that "the treatment shall be of the same character that patients now receive in the best regulated asylums in the States." Drs. Mitchell & Mussigbrod are associated in the contract, both have made a special study of this treatment in connection with the care of the insane of this county, and have had marked success in restoring or ameliorating the condition of those in their care. They have purchased the Warm Springs Hotel, 20 miles from Deer Lodge, and will at once fit it up as an asylum. It is one of the finest properties in Montana, a hewn log building weatherboarded, commodious and only built a few years ago. In connection with it is a 160-acre ranch including the Hot Springs, elegant bathing rooms and swimming bath, barns and outbuildings. The rooms are large, well lit and ventilated, and the property in excellent order. No more desirable place could have been secured in Montana, and there will be many regrets that it no longer exists as a hotel. We understand there are now about twenty indigent insane in the Territory. The physicians who have taken the contract will give it their personal attention, and we are sure the poor creatures whose reason has been dethroned will be better cared for than they ever have been in Montana, while the expense will not be half what was contemplated in the act passed by the Legislature and pocketed by the Governor.—*Northwest*.

Eastern Montana.

Mr. C. W. Hoffman, Post Trader at Fort Ellis, has received authority to act in that capacity in the field with Gen. Brisbin's command.

Mr. Harrison, of Upper Willow creek, was in Bozeman several days lately. He is a strong railroad man, and favors the subsidy. Four or five soldiers, we learn, deserted from Fort Ellis last Tuesday night, taking with them two of Paul McCormick's horses.

General N. A. Miles, commanding the troops on Tongue River, has recommended to the War Department the purchase of wire for a military telegraph connecting Bismarck, Dakota, with Bozeman, Montana. Also the Yellowstone Valley with Fort Fetterman. He says similar appropriations have been made with good results in Arizona, Texas, New Mexico and Indian Territory. The opening of the Yellowstone Valley to navigation and settlement opens up a vast country to civilization, the resources of which have, up to this time, never been developed.—*Bozeman Times*.

The *Inter-Ocean* says: "It is asserted that it was a part of the Democratic plan to induce the Republican Senate and the administration to repudiate the Southern returning boards, in order to weaken the title of President Hayes to his office and create a widespread dissatisfaction. President Hayes was too discreet and Senator Blaine was too sharp to allow any part of the party to tumble into that trap."

The *Albany Journal* holds that the policy of the President, so shrewdly adapted to the situation, does not mean any surrender of Republican principles or any disregard of the just interests of Southern Republicans.

STOCK GROWING.

A letter just received from one of the largest stock dealers in Chicago, who visited the Territory three years ago, and then bought largely of our young cattle, after many inquiries about what kind of a winter we have had, and how stock looks this spring, says: "I am fully persuaded that Montana is the cattle country of America." Such is the testimony of one who has dealt largely in stock from all parts of the country, who has been in our Territory and seen our ranges, and tasted our beef. It is no small thing in addition to other rich and well proved sources, to have won such a reputation in this direction. It must be borne in mind that cattle raising is an occupation that is destined to grow more and more remunerative. The great body of consumers is increasing rapidly even at home, while yet more rapidly all the ranges for growth of stock heretofore known are giving out. Texas is being covered with a net work of iron rails, and its pasture lands turned to the growth of cotton and grain.

Another fact is equally true that cattle grown in the hilly and mountainous districts are superior in quality to those grown on the plains and in warmer countries. The Alpine districts of the country, including the foot hills and mountain slopes of the Rocky Mountain region, are destined to become famous for cattle growing. Montana has a very large share of this natural pasture land, where for centuries past herds of buffalo, deer, elk and antelope have grazed. To us these regions seem so solitary and extensive that we often wonder if they could be turned to good account. The answer comes to us now, full, clear and satisfactory. There is not an acre more than is needed; there is not a spear of grass to be spared. The markets of the world are open, and the reputation of our grass-fed cattle has extended into foreign lands.

The experiment of shipping beef from this country to England has been sufficiently tried to have precipitated a crisis among the stock-growers of that country. Even if offered at the same price, it is agreed that American beef is of better quality than the English, but our shippers have been able, with good profits to themselves, to undersell the English about four cents per pound. Already the difference of price exceeds any possible margin of profit, and either cattle-raising must cease in England or a duty belevied on American beef. But the manufacturing and commercial interests of England demand cheap food, and the same interests that removed the duties on corn will oppose the imposition of any on beef. The vast interests of Ireland and Scotland that have been depopulated to furnish pasturage will again revert to settlement and cultivation, and the British Isles will every year become less and less stock raisers and more and more stock consumers.

To gain some conception of the grazing facilities of this country, a person needs but one view of those square miles of buffaloes that even now are to be seen at times along the upper Missouri river. Here is pasturage for the world. Even Montana alone might safely take the contract to furnish beef to the nation, and could do better and almost satisfy the continent besides. We know that this question of cattle raising has before had its day of interest among our people, and has died away a great deal. When it first opened there was a home demand to supply at a very high price. We all know how easy it was to overstock this market, and then there was no standard of prices till we reached that of the stock center of the country. There is no danger of overstocking that market. At the prices now ruling, stock-growing is as reliable and profitable a business as any in the world. There is just as much money in it now as there was in the day when cattle commanded the highest price in gold. The only difference is that one must raise more head to gain the same profit. Instead of looking for a profit of \$10 per head each season, he must look for a profit of a dollar ahead on ten cattle instead of one. To a person starting business with a single calf the day of triumph and fortune may look more distant, but after all those who will set about it with good judgment and stick to it will win and cannot possibly fail.

Sheep culture and horse raising offer about equal inducements. In fine, we have a Territory with dormant fortunes above the grass roots, as well as in them and below them, and yet men will leave, saying they can see nothing for them to do.

The *St. Louis Globe Democrat* has this reference to the verdict in the Sullivan case: "The legal machinery of Chicago has lately been put to the test of trying a celebrated murder case, which, of course, has ended in the acquittal of the murderer, as all celebrated murder cases are sure to end, and the question is whether the legal machinery of Chicago has not broken down under this ordinary test. It would be very strange indeed if it had not done so, as any other verdict than an acquittal would have constituted Chicago as an exception to that universal rule which makes murder the safest crime a man can commit, and in acquitting Sullivan for the murder of Hanford, the Chicago court and the Chicago jury have merely shown themselves to be of that stuff that juries are made of alike in St. Louis and in San Francisco, in New York and in Oshkosh."

The *Milwaukee Sentinel* has a column editorial on the Sullivan case, in the course of which it says: "To one who has followed the evidence in the Sullivan murder trial the verdict of acquittal seems a mockery of justice. The killing of Hanford was a clear case of murder, and in any other community there would have been a different verdict."

CONSISTENCY IS A JEWEL.

One of the most amusing incidents within the range of our recent observation is the charge made by the *Bozeman Times* against the editor of the *Courier*. It is no less than this, that while the editorials seem to be all anti-railroad of the approved style, their whole effect is spoiled by the tendency of the selected articles, which heretically instill the idea that railroads are beneficial to the country. Does Bogert realize what a source of anxiety this tendency of his scissors has become to his Argus-eyed mentor? Surely he cannot be so hard-hearted as to needlessly inflict this constant, heavy burden of care and anxiety upon shoulders already heavily laden, and therefore we earnestly entreat of the *Courier* man greater caution in selections, but due attention to his tone of conversation and general behavior. There is nothing like being consistent, and what is the use of pretending to oppose improved methods of travel and transportation while accepting improvements in other directions. What kind of consistency is that which prefers the pack-mule to a steam engine, and will not at the same time advocate the superiority of the distaff to the cotton mill, the spinning-wheel to the power loom, and the sickle to the harvester? Even light bread and broiled steaks are an innovation on bacon and hoe-cake, and show a tendency liable to recognize the superiority of cars to stage-coaches. Our granger friends must watch out carefully and remember when they use a polished plow instead of a crooked stick to stir the soil, that they are exposing themselves to the charge of being innovators, and inferentially favorers of railroad.

It is really amazing as well as amusing to trace out to its legitimate consequences this argument of consistency. Will it not necessarily land its advocate in the golden age of fig-leaf dresses, root and corn diet, and other things to match? The railroad is really a representative of civilization, and one can hardly maintain his consistency without rejecting the whole net-work of civilization along with its chief representative. If the editor of the *Times* is so merciless in enforcing consistency upon others, we should caution him to look well to his own foot-hold. The tendency of the doctrines it is now disseminating is to do away with schools and newspapers. Children should not seek to know more or do different from the parents, according to this school of philosophers, and of course there would be no need of newspapers to those who believe the *old* is better than the *new*. The man who can run a printing press and oppose a railroad is a living contradiction, the greatest inconsistency possible. The real trouble is not the one that the *Times* imagines. In fact, the *Times* itself is endeavoring to be thoroughly inconsistent, and finds fault with the *Courier* for being less thoroughly inconsistent. A man falling over a precipice might as well insist on stopping half way in his fall, as for an editor representing an occupation that itself is a pure outgrowth of civilization should stop where it is and fossilize. The serpent that undertook to swallow himself tail first had comparatively an easy task to that of the *Courier*, which seems bent on attempting to swallow itself head first.

We confess that we have a different ambition for Montana than that which seems to satisfy some of our contemporaries. Instead of ten square miles of land to the inhabitant, we would prefer an hundred to every square mile. We want to see the millions of tons of ore now locked in the rocky vaults like misers' hoards brought forth to sun light and human service. We do not believe that the Creator of the world hid away so much wealth in our mountains because he didn't want it used, else he would not have created it, but to stimulate our ingenuity and industry, and give us a sense of its value.

We are not particularly surprised to hear that the Chinese are opposed to the introduction of railroads into their country. They teach that it is a sin for a son to pretend to know more than his father, hence any order of nobility obtained, instead of descending to children as with other nations, reverts to ennoble all his ancestors. But for a man outside of China, a citizen of the United States, a resident of Montana, and above all, a proprietor of a newspaper to seriously oppose the introduction of that greatest of all civilizers and wealth creators, the railroad, reaches to the acme of inconsistency.

It is a fact not generally known that Mr. William M. Everts, when he first went to New York, was engaged in literary and journalistic work. He wrote for the *New World*, a mammoth weekly sheet, edited by Park Benjamin, with whom were associated Epes Sargent and the late Henry C. Deming (afterward a member of Congress from the Hartford district, Conn.), as associate editors.

The *Inter-Ocean* special on Cameron's resignation says "the old Senator said the other day, when he was trying to keep Don in his place as Secretary of War, that he (Don) was rich, and had nothing to do now but have fun. Politics is the Cameronian idea of fun, and the old man, having had enough of it, is going out to let the young man in."

ENGLAND slaughters sixty-five thousand of her mining laborers every three years, and a vast majority of the accidents are preventable.

CHICAGO owes \$13,436,000 to bondholders, besides a floating debt of \$4,395,692. The average of the debt per capita is something less than \$50.

SILVER SHIPMENTS FOR 1877.

Fine Bars.

From Jan. 1 to March 15.....	\$94,980 31
Shipment March 20.....	5,950 00
Total.....	\$100,930 31

The Territorial Fair.

The premium list, with rules and regulations of the Eighth Annual Fair of the M. A. M. & M. Association, has just been printed and placed in the hands of the Secretary. It bears the imprint of the *Independent*, and is a very fair job. The Exhibition begins on Monday, September 24th, and continues six days. The entrance fee heretofore charged on articles or animals exhibited has been abolished, and hay and straw for stock are furnished free. The following is the programme for each day during Fair week:

In all races three horses are to enter and three to go, and no horses will be allowed to enter for any of the following races that have not some merit or reputation for speed. All races not otherwise designated will be to rule and weight to age.

Monday.—Entry of stock and articles for exhibition, and arrangement of the same upon the grounds. At 3 p. m., running race, one-half mile dash, free to all, catch weight, for a purse of \$200—all to the first horse.

Tuesday.—Continuation of entries until noon. At 2:30 p. m., running race, mile heats, best two in three, free to all, weight to age, for a purse of \$1,000—\$800 to the first horse, and \$200 to the second.

Entries for this race to close on September 15, 1877, at 6 p. m.

Wednesday.—At 1 o'clock p. m. calling of committees, examination of sheep, hogs and poultry. At 1:30 p. m. grand parade around Floral Hall of all stock on exhibition. A failure of any stock to appear will exclude it from competition for premiums. At 2:30 p. m. running race, three-fourths mile dash, free to all, catch weight, for a purse of \$250—\$200 to the first horse, and \$50 to the second. At 3:30 p. m. stalling trotting race, mile heats, free to all, best two in three, for a purse of \$150—all to the first horse.

Thursday.—At 2 p. m., Annual Address, orator to be hereafter announced. At 2:30 p. m. running race, two-mile dash, free to all, catch weight, for a purse of \$300—\$200 to the first horse, and \$100 to the second. At 3:30 p. m. running race, free to all, six hundred yards, for a purse of \$300—all to first horse.

Friday.—At 10 o'clock a. m., Examination of Roadsters, Saddle Horses, Cattle, and all other stock and articles not previously examined; Reception of Reports of all Award Committees, and the placing of Badges denoting Premiums.

At 2 p. m., Running Race, mile dash, free to all, weight to age, for a purse of \$250—\$200 to the first horse and \$50 to the second. At 3:30 p. m., Trotting Race, best two in three, free to all, for a purse of \$350—\$300 to the first horse, and \$50 to the second.

Saturday.—At 3:30 p. m., Running Race, mile heats, best three in five, free to all, weight to age, for a purse of \$1,000—\$800 to the first horse, and \$200 to the second.

Entries for this race to close on September 15th, 1877, at 6 p. m.

All horses entered for any of the above races must be at the Judges' stand promptly at the time advertised for the race to start, or withdraw from the race, losing their entrance fee.

Financial Condition of Madison and Beaverhead Counties.

The financial report of the receipts and expenditures of Madison county for the fiscal year ending March 1st 1877, shows the net indebtedness of the county at that date to have been \$82,301 91, an increase of indebtedness during the year of \$21,841 30. The cause of this increase was the final payment on the new Court house and jail building, amounting to \$10,500; fees of ex-County Clerk, A. V. Corry, \$4,200, and writing-up road journal, indexing commissioner's journal, and county records, which work had become delinquent prior to December, 1875, amounting in the aggregate to \$5,325 20 making a total of \$15,825 20. The financial exhibit of Beaverhead county shows the indebtedness of the county on March 1st, 1877, to be \$20,113 38, an increase during the year of \$15,840 40. The building of a new Court house and the prosecution of several expensive criminal cases in the Courts during the year are the causes of the large increase in the indebtedness of the county.

What Registered Letters Are.

An exchange says: "The question is very often asked: What is the difference between a registered letter and any other? The difference is that a registered letter does not go in the mail proper. It passes from hand to hand outside of the mail pouches, every person through whose hands it passes being required to sign a receipt for it on receiving it, and secure a receipt for it on passing it over to the next transit. The person holding the letter is thus always able to show who is accountable for its loss. The responsibility rests upon the man who has signed a receipt for the registered package, and who is not able to produce the package or a receipt from somebody else for it. The safest way to send money is by money order. Where it does not go to a money order office it should always be sent in a registered package. Money ought not to be sent in an ordinary letter under any circumstances. There is no possible way of 'tracking' such a letter."

NORFOLK, Virginia, has become the second cotton port in the United States. The advance of the city in commercial importance has been very rapid.