

Peace—Peace.

We are sorry to see that a few men who have recently attained a little influence in this city are by no means generous with their power, and so far from presenting the olive branch are endeavoring to exult over fallen foes.

Time was a few years ago, when for distinguished men like Senator Martin, Mitchell, Gen. Sherman or Howard to arrive in Walla Walla was the signal for a universal outpouring of the generous sentiments of our old time citizens.

Then note for a party, Then all were for the state, Then the great man behind the pump, And the poor man loved the great.

O'Donnell arrives in England.

LONDON, Sept. 17.—The authorities at the last moment decided to land O'Donnell at Southampton instead of Plymouth. It is not known whether this course was taken because of information received by the police relative to the movements of sympathizers with the prisoner.

Disastrous Loss of Life.

New York, Sept. 17.—[Special.]—A terrible story, says the Weekly Mail, comes by telegram from the night of the 31st inst., at about 10 o'clock, which broke out at the jail and spread with such rapidity that all buildings from the first to the twelfth wards were destroyed in a very short space of time.

Old Fellows' Grand Lodge.

PROVIDENCE, Sept. 17.—The sovereign grand lodge of Odd Fellows began its bi-annual session to-day. Governor Bourne welcomed the delegates to the state, and the mayor to the city.

The Contingent Committee of the Statesman.

The contingent committee of the Statesman in promulgating their thought, that in the absence of an editor and printer, he was seeking "fresh woods and pastures new," originated solely from envy of his prosperity and the wish to father to the thought.

The opening up of a trade with Montana.

The opening up of a trade with Montana is every vegetable and fruits will bring untold wealth to this city. We are the nearest point by rail, and our produce is so much superior, that the business once commenced none others can take it from us.

Heretofore the Central Pacific and Utah and Northern railroads have monopolized the freight on produce from California and Salt Lake into Montana.

With this issue we present our readers with an advertisement containing the address and speech of Mr. Villard and Ex-Secretary Evans at the last public occasion.

Our Visitors.

Do not forget gentlemen that the Villard party has not come and gone. True, the distinguished guests, those who were distinguished as the promoters of the construction and development of the Northern Pacific, have visited the result of their enterprise, and our city; but in all, probably hold an eye as much to an inspection of their own property as to an investigation of our resources.

Time was a few years ago, when for distinguished men like Senator Martin, Mitchell, Gen. Sherman or Howard to arrive in Walla Walla was the signal for a universal outpouring of the generous sentiments of our old time citizens.

His Brother a Mad Man.

The Dayton Journal, in an article referring to the family of the late J. F. M. Porter, states that the father was a Campbellite preacher and a good man. In speaking of one of the boys called "Whit," the article goes on to say that he was married after the fashion of a woman who was, unknown to him, a mad one, and the repetition continued for years by coming with other men. As often as he would elope, "Whit" would follow her and prevail upon her to return. About 1878 she ran off with a man, whose name our informant thinks was Moore. Some six or eight "Whit" armed him and again followed her and found her in Mendocino. Her partner was at work shearing sheep at the time, with some other men some distance from the house where she was stopping.

The Journalists Visit.

We are pleased to know that not only will our journalistic friends be received publicly when they arrive in this city on the evening of Friday, but that the next day they will be taken in hand by some of our most prominent men and everything be done to thoroughly put them upon our country. Previous to their departure they will be invited to the residence of a well-known and popular gentleman, and there also be entertained. In this Walla Walla is ahead of Seattle, for there they received no private hospitality, but were the guests solely of the city.

The Secretary of the Naval Advisory Board has prepared an article which gives a glowing account of what the four steel cruisers are to be, or at least should turn out to be.

It should prove true that United States troops went thirty miles into Canada and captured and brought back a deserter, and should the British government make a fuss over the matter, what a nice little issue could be made out of it for Blaine's Presidential campaign! It is just for the reason that a campaign is coming on and the politicians have more to do now than they know what to do with, that we think this little relation of the frontier will be hastily overlooked.

The latest book shows that the Administration has over 100,000 employees in its pay.

Give each of these employees four dependents, and we have an army of 500,000 voters. Transfer the telegraph to the Government and we shall see this army raised to 600,000, which is too large a vote for any Administration to swing in a free country, or a country that wants to be free.

A petition is being circulated in Yakima for a division of the county; the object of it is to divide the county into four or five counties.

Our city to-day has distinguished herself in the matter of sparing no expense to receive Mr. Villard and his party. Hereafter she can safely assume the first place in the front ranks of all interior towns (Idaho, Montana, with double our population and wealth, and with more to expect from the Northern Pacific, failed to spread a flag to the breeze.

Ancient Rome in all her glory never reached such a height as the Northern Pacific, that to-day completes the iron grip across the Northern tier of States and Territories.

It must needs be remarked after all the trouble France has taken to raise an army especially for anti-German purposes, to see her bustling off troops by the thousands to fight the Chinese on the other side of the world.

TOWNS AND COUNTRY.

Items of Personal and General Interest Gathered Through the Week.

Jack Kay, an old Walla Wallan, came down from Dayton to assist in the Villard reception. Mr. D. Killing left on this morning's train for California, on a business and pleasure trip combined.

Vine Favor, of P. town, is going east over the Northern Pacific to visit the scenes of his early youth.

Mat Downing, passenger conductor on the Northern Pacific, and Billy Henderson, a well-known engineer, was in this city with the Villard train.

Bad temper often proceeds from those painful disorders to which women are subject. In female complaints Dr. R. V. Pierce's "Favorite Prescription" is a certain cure. By all druggists.

An accident occurred on the O. R. & N. Tuesday by a construction train, under charge of Conductor Hughes, backing into a regular freight and landing the caboose on top of the right engine's cab. No one hurt.

This afternoon Al. Lowe, the expressman, and Fred Thiel had a little squabble on Main street, during which Lowe struck Thiel a blow in the face and the latter struck Lowe in the abdomen with a penknife inflicting a slight flesh wound.

The Indian name the Short Line men have given their station 15 miles from Boise City is Kamski; it seems to us to be rather a pretty name, but Kelly of the Boise Statesman says it is not complimentary by a long shot and has his war paint on in consequence.

The Utah and Northern now connects with the Northern Pacific at the mouth of Little Blackfoot 9 miles from Deer Lodge. Trains are running very irregular at present, between everything will be straightened out as travel and business is steadily increasing.

It is not necessary to enter into particulars in referring to the complicated organic and functional difficulties to which the more delicate classes of American women are subject; but we take pleasure in saying that Mrs. Lydia E. Pinkham's great remedy for all these troubles has an unbounded popularity.

An alarm of fire occurred on Wednesday evening which fortunately amounted to very little. The steamer had steam up and blew her whistle long before she arrived on the scene; in nature those too enthusiastic individuals who mortared the fire by piling, too much coal dust, as on the occasion of the Main street explosion had better leave all the responsibility to the engineer, and there will be no trouble.

A good joke on one of the committee men appointed to receive Mr. Villard and his guests, is laughed at on the streets; it appears that one of our oldest, most substantial and honored citizens was standing on the platform at the depot when Mr. Com's little man walked up to him and commenced a glowing description of our value, crops, climate, etc., etc., and then in a fact that as high as 77 bushels of wheat per acre had been raised here and many other bits of news that our friend was well aware of. It strikes us that putting a man on a reception committee who did not know the best known gentlemen in the country, was poor policy, more especially as many of our most prominent men were entirely ignored.

SCIENCE. N. Y., Dec. 1, 1879.

I am the Pastor of the Baptist Church here, and an educated physician. I am not in practice, but am my sole family physician, and advise in many chronic cases. Over a year ago I recommended your Hop Bitters to my invalid wife, who has been under medical treatment of Albany's best physicians several years. She has become thoroughly cured of her various complicated diseases by their use. We both recommend them to our friends, many of whom have also been cured of their various ailments by them.

Messrs. Folsom & Prather are now able to supply Walla Walla and the surrounding country market with the best kinds of lumber at the lowest possible rates. We keep on hand Portland and Dayton lumber which cannot be excelled for quality on the Pacific coast. Flooring, rustic, ceiling, finishing, lumber, lathes, pickets, for fence, cedar, pine and fir shingles, doors, sash blinds, window weights and moldering; also cedar and fir fence posts always ready on the shortest notice, and sold as low as the lowest Walla Walla. Address The Lumber Yard, office corner Third and Oak Sts., Walla Walla. S. F. Folsom, Manager, oct 5 1883.

NOTICE OF DISTRIBUTION.

IN PROBATE, in the matter of the estate of Miss Miller, Deceased.

That there is hereby appropriated from the fund as aforesaid against the property and interests of the said deceased, the sum of \$500.00, and that the tax levied on said assessment be immediately collected and applied to the payment of the debt of improvement of said Catherine street.

ADMINISTRATOR'S NOTICE.

NOTICE IS HEREBY GIVEN BY THE undersigned, administrator of the estate of the above named estate, to the creditors of and all persons having claims against said decedent, to exhibit the same, in writing, to the undersigned, within one year from the first publication of this notice, to the undersigned at his office in the city of Walla Walla, W. T., and all persons indebted to the said estate will be required to settle with and save costs.

NOTICE TO CONTRACTORS.

BIDS WILL BE RECEIVED AT THE County Auditor's office in this city, up to Sept. 25, 1883, for the construction of two sides of the court house block, one 312 feet long and eight feet wide on Alder street, covering one and one-half inches thick, with six inches wide, same to be of red fir, with five strings 12 1/2 inches, and red fir. One 292 feet long, six feet wide, on Fifth street; four strings 12 1/2 inches, red fir; covering one and one-half inches thick, and to be laid with 20-penny nails; to be completed within 30 days from letting of contract, and finished in good workmanlike manner. County Auditor reserves the right to reject any and all bids.

DISPOSITION NOTICE.

The partnership heretofore existing between A. L. Libby and J. E. Keith as liquidators in the firm of Libby & Keith, was terminated on the 7th inst. by the said A. L. Libby disposing of his interest in said business to Thomas DeJoy of said town of Anusworth. All debts due to or from the old firm of Libby & Keith will be received for or paid by the new firm of Keith & DeJoy.

S. F. AKIN, BEN SELLING, H. F. DODG

BOSS BOOTS ARE BEST BUT OTHERS THEY ARE ALL STAY AWAY FROM THEM.



See that our trade mark, "THE BOSS," and A. S. & Co. is on every pair.

EVERY PAIR GUARANTEED OF-By AKIN, SELLING & CO.

In the District Court of the Territory of Washington and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

THE UNITED STATES OF AMERICA, Plaintiff, vs. Charles Williams, Defendant.

You are hereby required to appear in an action brought against you by Charles Williams, Plaintiff, in the district court of the Territory of Washington, and for the First Judicial District thereof, holding terms at Walla Walla, Walla Walla County, in said Territory, to answer the complaint of plaintiff filed in Walla Walla County within twenty days after the service of this summons, exclusive of the day of service, if served in said county. If not served in said county but in said district in thirty days, if served in any other judicial district in the Territory, in forty days. If served by publication within sixty days after the date of the summons, or the said plaintiff will take judgment against you by default, according to the prayer of the complaint.

Knapp, Burrell & Co., Corner Second & Alder St., Walla Walla, W. T., IMPORTERS AND DEALERS IN FIRST-CLASS FARM MACHINERY! VAST PREPARATIONS AGRICULTURAL IMPLEMENTS! BAIN WAGONS, HACKS & CARRIAGES, FURST & BRADLEY'S GANG, SULKY and WALKING PLOWS, CHAMPION REAPERS AND MOWERS, GENUINE HAINES' HEADERS! Buffalo Pitts "Challenger" Threshers. EUGENE BUCHANAN, Manager.

A. JAY CROSS, Jeweler, DEPARTURE Sale, WATCHES, Clocks, JEWELRY At Cost.

NYE & FRANK, Manufacturers, Importers and Dealers in HARNESS & SADDLES. Bridles and Whips, Fine Bits and Spurs. BLANKETS and LAPROBES, ETC., Carriage Trimming of Every Description Done. ALL WORK WARRANTED.

Northwestern Manufacturing and Car Co., DEALERS IN AGRICULTURAL IMPLEMENTS. WIGWAM, Cor. Second and Alder Sts., Walla Walla. CARRY ENGINES and BOILERS IN STOCK FOR IMMEDIATE DELIVERY.

Sheriff's Sale of Real Estate. BY VIRTUE OF AN EXECUTION issued out of the District Court of the First Judicial District thereof holding terms at Walla Walla, Walla Walla County, in said Territory, and to be directed and delivered to the said Sheriff, on the 24th day of May, A. D. 1883, in favor of Fred Muller and James B. Thompson, Debtors, and against A. H. Clark, Plaintiff, with interest at the rate of 10 per cent per annum from the 6th day of May, 1882, and the further sum of twenty dollars and eighty cents, costs of suit. I have levied upon the following described real estate, to-wit: Lots 2, 4 and 5 in block 15, in Cain's addition to Walla Walla City, W. T., also the south-east half of Fractional Lot 8, and the north-east half of Fractional Lot 7, in block 32, Cain's addition to Walla Walla City, Walla Walla County, Washington Territory.

GUARANTEED PERFECTLY PURE PRESTON MERRILL'S YEAST POWDER THE ORIGINAL OF THE ORIGINAL. STRONGEST CHEAPEST MOST HEALTHFUL. BOSTON MASS. ESTABLISHED 1845. DR. JORDAN & CO., MUSEUM OF ANATOMY, SAN FRANCISCO, CAL.

FOR SALE AT A BARGAIN! A Second-hand Buffalo Pitts Separator, 26 inch Cylinder, in good repair—warranted good as new. PAINE BROS., 1721-w1m Walla Walla, W. T.

FOUR DOORS ABOVE THE POSTOFFICE—WALLA WALLA. 19, 21, 23 Main Street.

The associated press secured a special engine, which had steam up ready for a special run, conveying their representative to Helena, where sufficient telegraph facilities could be secured. The ride was an exciting one, and was made in the shortest time possible, Helena being reached at 11:30 p. m. The run from Last Spike station was made in three hours, which was quick time considering the grades over Mullan's Pass.

NORTHERN PACIFIC.

The First Projected and Last Completed of the Great Transcontinental Lines.

BRIEF SKETCH OF THE ENTERPRISE

The Country Traversed by the Road, and Its Resources for Settlement.

Although the first projected railroad line across the continent to the Pacific coast, the Northern Pacific is the last to be completed. As long ago as 1835 the project of building a railroad from New York city to the mouth of the Columbia river was discussed in the newspapers. In 1845, Asa Whitney, a New York merchant, proposed to Congress to build a railroad from the head of Lake Michigan to the mouth of the Columbia, in case it would give him a land grant, sixty miles in width, for the whole length of the line. This plan was embodied in a bill which was before Congress for a number of years, and in 1847 came near passing. Whitney may fairly be regarded as the father of the Northern Pacific enterprise. He traversed the country from Maine to Louisiana, addressing public meetings and legislative bodies, and spent his entire fortune in the work.

In 1853 the Government made surveys of five routes to the Pacific. The northern route was surveyed by an expedition under Isaac I. Stevens, Governor of Washington Territory, who had been a regular army officer. His report was very favorable, showing that the mountain passes were lower than in any other portion of the Rocky Mountain system, the line entirely practicable, the grades moderate, and the winter climate of the country much milder than had generally been supposed.

When the Union and Central Pacific companies were chartered in 1862, a strong effort was made to obtain a charter for the northern line. It failed at the time, but was revived in 1864, when the Union and Central companies were before Congress, asking for legislation, subordinating the Government lien to their first mortgages.

JOSHUA PERHAM AND THE CHARTER.
The man who succeeded in getting the charter was Joshua Perham, who had organized a company, under the sanction of the Legislature of Maine, called the People's Pacific Railroad Company, and had attempted, in 1862, to obtain the Union Pacific charter for his corporation. Failing in this, he turned his attention to the Northern route, and by promising to ask for no subsidy in money or bonds from the Government, he obtained in 1864 a charter, coupled with a land grant just double in area that given to the Union and Central Pacific Companies. The Northern Pacific grant embraces the alternate sections for twenty miles on each side of the road in the States, and for forty miles in the Territories, with an additional ten miles on each side as an indemnity limit, within which lands may be selected to compensate for those taken by settlers inside of the original grant. Perham had been a merchant in Maine, and also in Boston, and was principally known for his success in organizing railroad excursion parties; in fact he was the inventor of the cheap excursion system. He tried in vain for nearly two years to obtain capital for the Northern Pacific Company, of which he had been elected President. The obstacle in the way, beside the tendency in the public mind to regard the northern belt of States and Territories as a semi-arctic region, was chiefly a clause which Perham himself had inserted in the charter, and which prohibited the company from mortgaging its roads or land grants, or issuing bonds. Perham's idea was that one hundred millions of the stock of the company would at once be taken by popular subscriptions.

In December, 1865, he turned over the franchise to a syndicate of New England capitalists for barely enough to pay his debts, and did not live to see the first spadeful of earth turned in the prosecution of the enterprise for which he had obtained from Congress a grant of land greater in extent than many of the kingdoms of Europe. He died at Boston in 1868.

THE JAY COOKE LOAN.
The second President of the company was ex-Governor J. Gregory Smith, of Vermont, President of the Vermont Central Railroad. Smith and his associates spent over four years in a vain attempt to induce Congress to make a grant of bonds to aid in building the road, or to guarantee the interest on the company's stock. In order to strengthen this project for Congressional aid the organization of the company was changed under Smith's management, and a number of eminent railroad men brought in, including J. Edgar Thompson, of the Pennsylvania; Robert Burdell, of the Erie; William G. Fargo, of the New York Central; G. W. Cass, of the Pittsburgh, Fort Wayne & Chicago; and William B. Ogden, of the Chicago & Northwestern.

No progress was made towards commencing the construction of the road till Jay Cooke came to the aid of the enterprise with his great reputation as a successful financier. He obtained legislation in Washington, authorizing the issue of bonds and changing the main line of the road, so that it should run down the Columbia river to Portland, and thence north to Puget Sound, instead of across the tremendous barrier of the Cascade mountains. Cooke first proposed to place the Northern Pacific loan in Europe, but his plans to this end were defeated by the breaking out of the Franco-German war.

He then put the bonds upon the American market, using the same means to popularize them which he had successfully employed in selling the great war loans of the United States Government. In two years' time, beginning in the spring of 1870, he sold about \$30,000,000 of bonds. In 1870, with the means supplied by him, the company began to build its line, commencing work at Thompson Junction, twenty-three miles west of Duluth. Jay Cooke was then building a line from St. Paul to Duluth, and the Northern Pacific bought a half interest in the twenty-three miles from its junction to

Duluth. Duluth was an obscure hamlet in the forest, inhabited by perhaps a hundred people. It had no harbor, but a good one was obtained by cutting a canal across a long, narrow sandbank enclosing the Bay of Superior. Construction was also begun, in the same year, on the extreme western division of the road, running from the Columbia river at Kalama northward to Puget Sound. In 1871 the road was finished across Minnesota to the Red River of the North, and in 1872-3 it was built as far as the Missouri river, where a town was laid out and named Bismarck. On the Pacific side 165 miles of road, between the Columbia river and Puget Sound, were completed by the fall of 1873, and a terminal city was laid out in a dense fir forest, on the Sound, and named Tacoma.

BANKRUPTCY AND REORGANIZATION.

The panic of 1873 destroyed the banking house of Jay Cooke & Co., and paralyzed, for the time, the Northern Pacific enterprise. The company was left with a bonded debt of about \$30,000,000, drawing interest at the high rate of 7-8-10 per cent., and with a considerable floating debt.

The earnings on its completed division were barely sufficient to pay operating expenses. The country traversed by its line had scarcely begun to attract settlers. President Smith resigned, and was succeeded, by General George W. Cass, and he, in turn, by Charles B. Wright, of Philadelphia. Nothing could be done for a time but to persuade the creditors of the company not to press their claims, and to wait for the storm to blow over. In 1875, however, the finances of the company were reorganized in a very successful manner. The bondholders agreed to take preferred stock in lieu of their bonds, and the directors put the company through a bankruptcy court in an expeditious and inexpensive manner, fighting off all the sharks and railroad wreckers that hang about great corporations in distress. The success of this achievement was largely due to the Hon. Frederick Billings, of Vermont, who afterwards became President. During Mr. Wright's administration, which lasted from 1875 to 1876, the company managed to pay off its floating debt, and to operate the completed portions of its road, so as to gradually accumulate a little surplus over running expenses.

It also built thirty miles of road on the Pacific coast, from Tacoma to the extensive coal field on the western side of the Cascade mountains. Mr. Cass and Mr. Cheney, two of the directors, opened wheat farms in the Red River Valley of the North, which demonstrated that that region was peculiarly adapted for wheat culture. Settlers began to come into northwestern Minnesota and northern Dakota along the line of the road; new towns sprang up, and with this influx of population, the affairs of the Northern Pacific wore, year by year, a brighter look.

WORK BEGINS AGAIN.
In 1879 the company had so far recovered its credit that it was able to borrow money to resume construction operations on a large scale. It began to build from the Missouri river westward, and from the Columbia river, in eastern Washington Territory, near the junction of the Snake river, northward toward Lake Pend d'Oreille, in eastern Idaho. The company did not feel strong enough to put forth any financial scheme for completing the entire road, but only asked for money enough to build two divisions, which it mortgaged separately, with the land grants attaching to them. In 1880, after Mr. Billings had succeeded to the presidency, negotiations were completed with a syndicate of bankers, including the New York houses of Winstlow, Lanier & Co., Drexel, Morgan & Co., and August Belmont & Co., and the London house of J. S. Morgan & Co., by which a loan of \$10,000,000 was placed during that and the two following years, and money thus secured for completing the road across Montana and filling the gap in the track, which then amounted to over 800 miles.

HENRY VILLARD OBTAINS CONTROL.
In 1881 a very important change took place in the management of the Northern Pacific's affairs. Henry Villard, a German by birth, who came to this country at the age of eighteen, and won considerable reputation as newspaper correspondent during and after the civil war, and who had become interested in railroad management in Kansas and Oregon as the representative of large German financial interests, had gradually obtained control, during the six years following the panic of 1873, of the transportation lines by rail, river and sea in the State of Oregon. These lines he had consolidated and greatly extended, so that they represented what, for a new country, was a remarkably efficient transportation system. In 1880 Mr. Villard determined, if possible, to secure a harmony of interests and control between his Oregon lines and the Northern Pacific line, so as to make the former the western extensions and feeders of the latter. In 1881 he organized what was known as the "Blind Pool" in New York, and obtained within a few weeks, from subscriptions, over \$8,000,000 of money, without disclosing the use which he meant to make of this large sum, and without giving any other security than his personal receipts. With this money and other means of his own he quietly purchased a controlling interest in the stock of the Northern Pacific company, and was elected its President in September of that year, placing his friend and former associate in railroad management in Kansas and Oregon, Mr. Thomas F. Oakes, in the vice presidency, as the chief executive officer of the company.

EXTENSIVE FEATURES OF CONSTRUCTION.
Construction operations went on rapidly during the years 1880, 1881 and 1882, from both ends of the line, and at the beginning of the year 1883, the track remaining to be constructed was reduced to about 300 miles, on which the grading had been mainly done. This gap was closed up during the spring and summer of 1883, so that the tracks were ready to be united on the 8th of September. The heaviest construction work on the entire line was in the valley of the Clarke's Fork of the Columbia, for about 100 miles from Lake Pend d'Oreille, where the river runs through a narrow gorge, flanked on both sides by lofty and precipitous mountains. There was also considerable difficult work in the valley of the Yellowstone, in obtaining a permanent roadway along the face of high bluffs of disintegrating rock, and in managing the current of the river by dikes and wing-dams, so as to preserve the road from destruction when once completed.

There are two great tunnels on the line: One at the Bozeman Pass, in the Belt mountains, and the other at the Mullan Pass, in the main division of the Rocky Mountains. The former is 3,600 feet long, and the latter 3,850 feet. The highest summit passed at any point on the line is in the Bozeman Tunnel, which is 5,965 feet above the sea level. The Mullan Tunnel has a slightly less altitude, being 5,548 feet above the sea. Steep grade surface lines were built over both these passes to facilitate construction during the opening of the tunnels, neither of which has yet been completed. These overhead lines have a grade of 220 feet to the mile. A third and lower grade is crossed between the valleys of the Missoula and the Jocko, in Western Montana, where the elevation at the summit is 3,925 feet. In

crossing these three mountain divides a grade of 116 feet to the mile is adopted, that being the highest grade used on the Baltimore & Ohio railroad, and the one prescribed by Congress as the limit for the Northern Pacific. The sum of these maximum mountain grades, ascending and descending, is about thirty miles; on all other portions of the Northern Pacific line, the maximum grade does not exceed fifty-two feet to the mile, and this is only necessary at a few points and for short distances. Regarding a whole the line is a prairie and valley line, its grades being so low that it is comparatively an inexpensive road to operate.

There are two great bridges upon the Northern Pacific: the Bismarck bridge, across the Missouri, at Bismarck, Dakota, which is placed so high above the river as to require no draw, and fairly ranks among the great railroad bridges of the world; and the Ainsworth bridge, not yet completed, across the Snake river, at Ainsworth, Washington Territory, which is a low bridge with a draw. Both these bridges are built upon stone piers, with superstructures of iron and steel. The Yellowstone river is crossed three times, the upper Missouri once, and the Clarke's Fork of the Columbia three times, by Howe truss bridges. Other interesting features of construction are the two long pile bridges across the arms of Lake Pend d'Oreille, each about a mile in length; and the great Marant Gulch trestle in the Coriaca Defile, which has a height of 228 feet.

TERMINAL CITIES AND PORTS.

The principal eastern termini of the Northern Pacific system is at the twin cities of St. Paul and Minneapolis. In the latter the company has a large, handsome building for its general offices, and there it has three trunk line connections with Chicago. The road has two terminal ports at the head of Lake Superior, Duluth and Superior, each of which has an excellent harbor. The construction of the Wisconsin Division, eastward from Superior, now in progress, will soon afford a third lake harbor, at Ashland. At its western end the road reaches the tide-water of the Pacific at Portland, Oregon, and also at Puget Sound. Ocean steamers and sailing ships of the largest size go up the Columbia and the Willamette to the wharves of Portland, while Puget Sound is all an immense harbor, being a deep landlocked sea, 150 miles long, with a width of from five to twenty-five miles.

The mileage of the main line and branches of the Northern Pacific system, now in operation, is as follows:

MAIN LINE DIVISIONS.	
Minnesota division—Duluth to Fargo.	2,054
Wisconsin division—Northern Pacific Junction to Superior.	253
St. Paul branch—St. Paul to Brainerd.	136
Dakota division—Fargo to Mandan.	1,094
Missouri division—Mandan to Gladstone.	316
Yellowstone division—Gladstone to Billings.	215
Montana division—Billings to Helena.	322
Rocky Mountain division—Helena to Heron.	251
Pend d'Oreille division—Heron to Wallula.	2,094
Pacific division—Portland to Tacoma.	145
Total mileage—main line divisions.	13,864
BRANCHES.	
Little Falls and Dakota branch—Little Falls, Minn., to Morris, Minn.	88
Northern Pacific—Fergus and Black Hills branch—Wadena, Minn., to the present end of the track in Dakota.	116
Fargo and Northwestern branch—Fargo, D. T., to Lamoure, Dakota.	88
Jameson and Northern branch—Jameson, Dakota, to Devils Lake, Dakota.	30
Sykeston branch—Carrington, Dakota, to Sykeston, Dakota.	11
National Park branch—Lincolnton, Montana, to Great Falls, Montana.	54
Palouse branch—Palouse Junction, Washington Territory, to Moscow, Idaho (nearly completed).	120
Cascade branch—Bayview, Washington Territory, to Wilkeson, Washington Territory (under construction across the Cascade Mountains and down the Yakima Valley to Astoria, 200 miles).	30
Seattle extension—Puyallup to Seattle, Washington Territory.	30
Total mileage of branches.	671
Grand total mileage of main line and branches.	14,535

The branch lines of the Northern Pacific system are built by the Oregon and Transcontinental Company, which holds a controlling interest in the stock of the Northern Pacific and of the Oregon Railway and Navigation Company, and constructs branches under an arrangement by which the stock ownership is to be acquired by the Northern Pacific Company after the bonded debt of the branches shall have been extinguished by the operation of sinking funds.

THE NORTHERN PACIFIC COUNTRY.

Commencing at the head of Lake Superior, and going westward, the following brief survey will give a general idea of the main features of the country traversed by the Northern Pacific railroad.

For the first 150 miles, the country is almost an unbroken forest, furnishing, however, a valuable lumber traffic. Then the lake and park region of western Minnesota, a beautiful agricultural country, is traversed, and afterwards the valley of the Red River of the North, which is a level and exceedingly rich prairie, about forty miles wide. Further west, the country is a rolling, treeless prairie as far as the Bad Lands, which lie on the extreme western boundary of Dakota, a distance of about 350 miles. Almost the entire area of Dakota is valuable for agriculture, its great staple being wheat. The Bad Lands are a singular, broken and upheaved country of hills, precipitous buttes and narrow valleys. Three-quarters of the area is covered with an excellent growth of bunch grass, and the region, in spite of its forbidding name, is an excellent pasture land. Eastern Montana is, for the most part, a high table land, covered with bunch grass, and was formerly the great buffalo range of the continent; herds of cattle and bands of sheep, and of its entire surface there is very little area that has not an evident value for grazing purposes. Agriculture is carried on along the bottoms of the streams, irrigation being required except in the low lands immediately adjoining the river courses. Central Montana, through which extends the Rocky Mountain system, is a region of lofty mountain ridges and lower spurs and ranges, interspersed with beautiful and fertile valleys, where agriculture is found very profitable with the aid of irrigation. This is also the great silver and copper mining region of Montana; its product of the precious metals since the first discoveries were made in 1862, has only been exceeded by that of California. Northern Idaho is traversed for about sixty miles by the Northern Pacific. It is a country of forests and prairies. For a distance of about a hundred miles in northwestern Montana and northern Idaho, the railroad runs through one of the most remarkable timber belts on the American continent. Eastern Washington, between the Cascade mountains and the western ranges of the Rocky Mountains, is a country of high, rolling, grassy prairies, a large portion of which is exceedingly valuable for wheat culture, the land producing a much heavier yield per acre than is obtained from the best wheat lands of Dakota or Minnesota. This rich, far-western wheat belt extends for some distance into eastern Oregon. West of the Cascade mountains, the surface of Washington Territory is nearly all covered with a dense forest of fir, constituting what is probably the most extensive and valuable timber belt in the world. In Oregon, between the Cascade and the Coast Mountains, lies the famous Willamette valley, having a length of about 150 miles and

a width of about thirty miles, a region nowhere excelled for beauty and fertility.

NORTHERN PACIFIC FINANCES.

The forty million general mortgage loan, before mentioned, absorbs the two divisional loans issued for the construction of the Missouri and Pend d'Oreille divisions, so that the entire bonded debt of the Northern Pacific company on the completion of its main line is only \$40,000,000. The preferred stock, amounting at the time of the reorganization to \$51,000,000, is being gradually retired with the proceeds of land sales, and now aggregates about \$48,000,000. The process of retiring this stock will go on steadily from year to year. The preferred stock is entitled to a dividend of 8 per cent. before any dividend is paid upon the common stock, which amounts in the aggregate to \$49,000,000. The gross earnings of the company during the fiscal year ending June 30th, 1883, were, in round figures, \$8,000,000; the estimated gross earnings for the current fiscal year are \$15,000,000. When it is remembered that the aggregate liabilities of the Union and Central Pacific lines in the form of bonded debt, including the Government loans, amount to \$135,000,000, it will be seen that the Northern Pacific is in a very comfortable financial condition, and, with its through traffic to and from the Pacific coast, and its constantly increasing local traffic, can reasonably be expected to earn its fixed charges and the 8 per cent. dividend on its preferred stock, and have a considerable surplus to apply as dividends on its common stock.

Our Public Lands.

One of the most remarkable facts of the day, says the *Seattle Post-Intelligencer*, is the astonishingly rapid increase in the appropriation of public lands. This is the most significant feature of our growth as well as that of the whole country where public lands are attainable from the general government. There is a growing feeling among the young men of this generation that the years when a farm may be had for the mere asking, are numbered, and this fact seems to have stimulated them to extraordinary efforts in securing homestead and pre-emption claims. That this is so, is proved by the enormous increase of sales of public lands, in spite of the fact that immigration to the United States has fallen off and with it the number of those foreign birth who have heretofore been extensive locators of government lands. The amount of public lands appropriated in the past year under the various land laws is estimated at from fifteen to twenty millions of acres. It is almost impossible to get a reliable and accurate estimate of the public lands now at the disposal of the Government. In 1880 the amount was about 775,000,000 acres. Of this, however, a very large percentage, much more than half, is valueless for any purpose. Only a small fraction can be considered available for purposes of settlement. It is plain that taking the rapid absorption of these lands during the past three years as a basis, the time is coming comparatively near when all public lands of value to the settler will have been appropriated, and the only recourse will be the railroad grants which, immense as they are, are not by any means inexhaustible. The present generation, children now growing up to manhood and womanhood, will live to see the day when there will be little need of homestead and pre-emption laws, and another generation will be brought face to face with those social problems which agitate the older and more densely populated countries of the world. He is wise who, looking ahead, secures for himself and his posterity a goodly portion of the cheap lands of to-day. The time is rapidly approaching when there will not be "enough to go around."

A Tale of Royalty.

M. Florian Pharon tells an amusing anecdote about King Humbert of Italy, who is as fond of shooting as was his royal father, Victor Emanuel. From time to time King Humbert, oblivious of all royal customs and court etiquette, separates himself from his suite, and, gun in hand, goes out alone in search of game, accompanied by his two favorite dogs. During one of his excursions he was met by a peasant, who looked on with admiration at the havoc the King had made among a covey of partridges. He did not know the monarch, and, seeing him in the dress of an ordinary sportsman could not recognize him, complimented him on his skill with the gun, and then told him that if he would come to his farm on the following morning and kill a fox which had made several raids on his roost he would not mind giving him a couple of francs for his trouble.

King Humbert kept the appointment, and was fortunate enough to kill the fox. The delighted peasant welcomed him on his return, and called his wife and children out, and insisted on the King sharing their breakfast with them. At the end of the repast the peasant took leave of his visitor, pressing a two franc piece into his hand, which the King tossed up in the air and caught, declaring it was the first money he had ever earned. Two days afterward the peasant was surprised to see an officer uniformed, ride up in open carriage with presents from the King for his wife and children. He then learned to whom he owed his obligation, and was confused at the familiar manner in which he had bobbed with royalty.

Ensilage for Milk and Butter.

The London Mark Lane Express remarks that Professor Brown, of the Ontario College of Agriculture, has been carrying out some experiments in feeding dairy cows with ensilage, and in his report he says: "In competition with Swede turnips ensilage of corn gives 15 per cent. less milk, 30 per cent. less butter, and a poorer marketable butter in color. The specific gravity of milk obtained from the two kinds of diet differed but little, but the yield per cow per day was 33 pounds from turnips, and only 28 pounds from ensilage. The percentage of cream stood respectively 12 and 12 1/2 per cent. Hay and bran were used with both. Professor Brown regards the use of ensilage as advisable only as a supplementary food or relish."

Imperishable Flowers.

There were recently exhibited, by Sir Joseph Hooker, at a meeting of the Royal Society, some leaves and petals of flowers and some twigs and mosses which were removed from the tomb of the founder of the eighteenth dynasty of Egypt, who died 3,500 years ago. The vegetable remains were treated in warm water until they sufficiently expanded to allow a determination of their species, and in most instances an identification sufficiently close to allow them to be classified was obtained. And, as an evidence of the stability of vegetable types, the mummy flower plants were the same as those now existing. The blue water lily, *Nymphaeaerulea*, the white water lily, *Nymphaea lotus*, the willow, *Salix viminalis*, seeds of the *Juncus phoeniceus* and several grasses, together with a lichen indigenous to Greece, were found and identified.

"My case is just here," said a citizen to a lawyer. "The plaintiff will say that I hit him. I will swear that I did not. Now, what can you lawyers make out of that if we go to trial?" "A hundred dollars, easy," was the reply.

BOLD ROBBERY.

A Montana Cowboy Goes Through a Conductor and Eight Men.

One of the boldest robberies ever perpetrated in Utah was that which took place on the Utah & Northern freight train Sunday morning near Richmond, Cache county. About 3 o'clock that morning a man boarded the north-bound freight train at Smithfield and took his seat in the caboose, where he remained quietly until near Richmond. Nine persons besides himself were in the caboose at the time. Rising from his seat and getting a position whence he had all in range he pulled his revolver and ordered all to throw up their hands. Some of the passengers were asleep at the time and were aroused by his command. Once awakened, all obeyed the orders of the robber, who at once began his search for booty. From the conductor he took a silver watch; from one passenger he took a gold watch; from three others he took silver watches, making five watches in all. From one passenger he took \$47 in money, \$7 from another, and fifty cents from another. He held the passengers and train men at bay until the train reached the switch one and a half miles south of Richmond, when he jumped off and disappeared. Up to this writing we have no news of his capture, but quite a number of persons from Logan and Smithfield are engaged in a search for him. He is described as being twenty-four years old, with brown whiskers and mustache, and is stout, heavy set, and had on when he did the robbing, a dark blue shirt, dark duck overalls and coat, and wore a belt around his waist with a large German silver buckle. He represented himself as being a cowboy. Judge Crawford has telegraphed in various directions in hopes of heading the man off and capturing him.

The man had been about Logan for some time, boarding first at one place and then at another. On last Friday night he created a panic in the town by going into the store of Goodwin Brothers and making an attempt to rob. He called first for a pair of overalls and made a selection, then in turn for a dark shirt and pair of socks. He then wanted to try them on, and was told to go into a back room, which he did. Getting the articles on his person, he walked out with a revolver in each hand, and ordered three men in the store to throw up their hands and retire to the rear room, which they were not slow to do.

While this was going on, Mr. Goodwin at first looked upon the matter as a joke, and told the fellow that kind of game would not do, but he was at once made to realize the intention of the man to force him to open the safe and hand out the money. Not wishing to do so, he ran out of the store and started eastward on the street, while the would-be robber came out and went west toward the depot, carrying off the clothing he had selected, without stopping to pay for them. Our informant, who was in Logan at the time, says that when he met the three men half an hour after they had been ordered to the rear, they were much excited over the event, and felt that their escape had been a narrow one. The fellow, who in Logan, claimed to be a cowboy from Montana.

He Did Not Get the Job.

A few days ago a mechanic named Wm. Stokes, hearing that a bake oven was wanted at Fort Douglas, applied to the post for the job of building it. He was directed to the officer who has charge of such things at the post, and was by him informed that the oven was needed and that he could have the building of it, provided he could bring the proper recommendations. When asked what recommendations were needed he was told that he must have recommendations from Elijah Morris of the "Seventies" and Bishop Watson. Stokes said, "Is it possible that I cannot get work at Fort Douglas without a certificate of character from a Mormon Bishop?" He was told that such was the fact. He came to town and asked Morris if from what he knew of his ability as a mason he would be willing to give him a certificate that he possessed sufficient ability and integrity to build a bake oven. The answer was, "I am hiding on that work myself." Morris knows Stokes thoroughly; knows how fine a mechanic he is, and is, moreover, under deep obligations to serve Stokes if possible. But he could not get the recommendation. This circumstance goes further to establish the perfect liberality of our Mormon brethren, and there ought to be a point in it somewhere for General McCook to consider.—*Salt Lake Tribune*.

The Good Old Times.

President John Quincy Adams was in the habit of bathing before sunrise in the Potomac. "swimming rapidly and turning occasionally upon his back, seeming as much at his ease as upon terra firma," and Thurlow Weed saw him do it. It cost the government less for vacations and recreations of presidents and members of cabinets than it does now. No further back than Buchanan's time, which is referred to now as the good old times of republican simplicity and honesty, presidents had some scruples on this point. On one occasion, he wrote to his niece, Miss Lane, saying: "I am sorry to find that your excursion to West Point on the Harriet Lane has been made the subject of newspaper criticism on yourself. The practice, however, of employing nautica upon pleasure excursions is not only a class of people, is a fair subject of public criticism. You know how much I condemned your former trip on the same vessel, and I did not expect you would fall into a second error. The thing, however, is past and gone, and let it pass. After a fair time shall have elapsed, it is my purpose to cause general orders to be issued by the treasury and naval department to stop the practice." No law or constitutional provision allows such use of a government vessel by the president or a member of his family. The scandals which have occurred within the past ten years suggest the propriety of some action by congress to prohibit it.

Big Cattle Sale.

One of the heaviest (if not the heaviest) cattle sales that has been made in this country was made on Thursday, Mr. H. G. Rand, of Rand, Briggs & Steedman, purchasing the entire herds of High & Stout and C. M. Hull, together with all their improvements. The price paid we learn to be \$31 per head, which includes improvements. As there must be between 7,000 and 8,000 head of cattle, it will be seen that it requires nearly a quarter of a million of dollars to make the payment.—*Blackfoot Register*, 1st.

"Mr. Heck," said the managing editor, "Mr. Wirework, the opposition candidate, is going to be at the conference to-morrow; write a sharp editorial and give him fits for trying to carry favor with the church."
"But Wirework has written a letter saying he can't be there," replied Mr. Hack. "So?"
"Write a slashing article on his daring to ignore the best people in the village. Give it to him good and strong."

Destructive Flood.

GALVESTON, September 9.—A Corpus Christi special says: The damages by rains and high water in the surrounding country are much greater than was supposed. All the creeks which have been dry all summer are suddenly growing into raging streams twenty and forty feet deep, and spreading across the country washing everything before them. Horses, cattle and sheep are seen floating by hundreds down the current. Wind mills and out houses are swept away. The loss to stock cannot be estimated, as nearly all is flooded. The Texas & Mexican Railroad lost eleven bridges and culverts, and several miles of track in a space of six miles. At Pera Station, a hundred miles west, the situation is a very bad one. On the section east of here five bridges and a mile and a half of road-bed and track are gone. The situation is even worse at Realibus along the coast southwest of Corpus Christi. The damage to stock will exceed the losses in the districts noted above as the various streams debouch into the Laguna Madre, and the country being low and flat with no protection from floods except sand drains, the waters will spread and carry everything before them. At Kennedy pasture two horses with saddles and bridles on swam ashore. The riders are supposed to have been drowned while attempting to cross the fierce currents. As Mexican huts are situated in sparsely settled districts and communication between them is interrupted, the loss will not be ascertained for some time. Nearly all the tanks for watering stock have burst, and the loss on this alone will amount to considerable. The bridge at Sandiego, fifty-four miles west of here, was swept away this morning. It was four hundred and fifty feet long.

Frightful Accident.

DENVER, September 9.—Two serious accidents occurred yesterday afternoon at Kenosha, Montana, on South Park road, in which seven employees were injured; three are thought fatally. The conductor, Livingston, of the freight train, which had been made into two sections came down the hill, the first section made the grade successfully, but at its base ran into a construction train, injuring four men, but none fatally. The second section was even less fortunate. Just at the top of an immense grade, while running at the usual speed the engine jumped the track. Eight cars back of it were precipitated down the embankment. E. S. Foster, engineer; Edward Lake, head-breakman; and Conductor G. E. Livingston, were injured, probably fatally. The wreck was a terrible one. The wounded men were extricated from the ruins and brought to this city, arriving this morning, when the particulars were first learned. It is said that through an unknown cause the heavy train got the mastery of the engine and rushed down the mountain where the grade is one hundred feet to the mile, with terrific velocity until a sharp curve was encountered when the engine left the track and completely wrecking the whole train. That any escaped instant death is almost miraculous.

He Wasn't at Home.

QUINCY, Ills., September 9.—Early yesterday morning at Erwin, a small settlement in Schuyler County, an attempt was made to blow up Rev. A. C. Obenshaw, organizer of a sect known as the "Pilgrims," who are offensively polygamous. Last July a number of citizens were arrested and punished for tearing down a tent which the Pilgrims erected. The feeling against them has been growing ever since. The sect had just completed a new church on Friday and it was to be dedicated in two or three weeks on the arrival of the high priest from Europe. Obenshaw slept in the building. A large quantity of giant powder was placed under the structure, completely wrecking the building. Fortunately for Obenshaw, he was not in the church at the time. Much excitement prevails and more serious trouble is feared.

Senator Sharon in Trouble.

SAN FRANCISCO, September 9.—Ex-Senator Sharon's friends are conspicuously absent to-day. None of them are to be seen at the house. Frank G. Nowland, Sharon's son-in-law, locked up Nowland, and has apparently gone out of town. It is stated this evening that Sharon's political enemies are concerned in the plot, and they have inspired Miss Hill, who claims to be his wife, to take this action for the purpose of destroying Sharon's political influence in Nevada. The Ex-Senator gave a five thousand dollar bond to appear Tuesday next before the police court to answer the adultery charge, but as he has gone east, he cannot appear. A bench warrant for his arrest will be issued, his enemies being determined to make matters as unpleasant for him as possible.

A Bad Man.

BOSTON, September 9.—The absconding lawyer James O. Parker, from Williamsport, Pennsylvania, having occasioned the failure of the Boston firm of Parker and Garrett, the following facts in regard to the Williamsport party's disappearance is of interest. It seems that before absconding, he embezzled a large sum of money from his law partner, Bently. As soon as the latter made up his mind that his partner had absconded, he started for New York to see if he could get any trace of him. He found he had registered at the Hoffman house, the Tuesday following June 23rd. Bently is unable to say the exact amount of Parker's embezzlement, but fears it will run up to \$50,000. As new facts continue developing it is now thought that Parker carried away with him over \$20,000. It is understood that a young lady of Williamsport has gone with him and that the couple started for Europe.

The Dakota Convention.

SIOUX FALLS, Dakota, Sept. 8.—At the meeting of the convention this morning, very little business of the committee was yet in shape to be offered in resolutions. A number of delegates who lived near by, took the morning train home to spend the Sunday, leaving a somewhat thin attendance. Some seventy only being present. The committee on electors and suffrage, reported in favor of the insertion of the word "male" in the constitution, and of women voting in school elections as being eligible, and to hold any office appertaining to schools. The commissioners in their address, offered a resolution which was adopted, to instruct the President to appoint a committee of nine to prepare an address to the people of the proposed new state, urging their support of the constitution adopted by this convention. The convention then adjourned until Monday.

DRIVEN!

The Golden Spike Hammered Home With a Silver Sledge.

Nearly Five Thousand People Present at the Ceremony.

Speeches by President Villard, Ex-Secretary Evarts and Others.

A Thousand Feet of Track Laid to Show How It is Done.

Complete Description of the Important Event.

To the Editor of the Independent.

AT THE GOLD SPIKE, September 8.—This has been "Gold Spike" day and when this afternoon President Villard gave the last blow that drove home the golden spike which bound together the two ends of a mighty railroad, the echo of that blow resounded from the Atlantic to the Pacific ocean.

The morning dawned bright and beautiful, and a little shower spread the dust and cooled the air. At about seven o'clock the third section of Mr. Villard's party left Helena for the scene of the day's festivities. It was closely followed by the fourth section and a special train, which contained a large number of the leading citizens of Helena and vicinity. The first and second section belonging to Mr. Villard's party had preceded the other sections the night before. Owing to several small mishaps it was three o'clock before all the trains had arrived at the scene of the spike-driving, a point about fifty-five miles west of Helena. At this point there had been erected a grand stand capable of holding a thousand people. This and the extensive platforms near by were crowded with people. The occasion was one that called out the old settlers from all around. Prominent among the interested spectators were about a score or more of Crow Indians who had come down from their reservation in order to be present with their white brethren on the occasion. At 3 o'clock the grand stand was crowded to its utmost capacity and a dense crowd surrounded the speakers' position. President Villard and members of his family occupied the foremost position on the stand. In the front seats close at hand were noticed General Grant, Hon. Wm. M. Evarts, Secretary Teller, Hon. Carl Schurz, Governor Ordway, of Dakota, Gov. J. Schuyler Crosby, of Montana, Gov. Rush of Wisconsin, Gov. Hubbard of Minnesota, Ex-President Frederick Billings and family, Ex-President Cass, Hon. Carter Harrison of Chicago, George M. Pullman, Marshall Field, Robert Harris, John McGinnis, J. W. Doane, Hon. Sackville West, Lord Carrington, Dr. Bunsen, Dr. Hoffman, Captain Mullan, and other distinguished foreign guests.

During the delivery of his speech President Villard was the recipient of the closest attention and in closing was greeted with the greatest applause. His speech was as follows: It is my agreeable duty and very great pleasure to offer a hearty welcome to this distinguished assemblage on this memorable occasion and in these remarkable surroundings. To you, the representatives of foreign nations, the members of the executive, legislative and judicial branches of the United States government, the Governors of States and Territories, the representatives of the European and American press, and our guests from abroad and at home generally, to you, one and all, I beg to offer, in the name of the Northern Pacific Railroad Company, profound thanks for your kind presence and participation in this, the most important event of our corporate existence. Our work means the conquest of new fields for general commerce and industry. It creates a new highway between Europe, America and Asia. The population of the States and Territories traversed by our route is largely made up from the European nationalities represented here. We deemed it fit and proper, therefore, to bid, so to speak, both the old and the new world to this celebration, or, in other words, to arrange a sort of International Festival. Many of you have crossed the ocean, and all have traveled great distances, in order to be with us today. Be pleased to accept my assurance that we greatly appreciate your sacrifice of time and comfort. In return, we earnestly wish to do our guests all possible honor and to give them all possible pleasure, and we trust that this transcendent journey has been and will be an unalloyed enjoyment to them. We hope, moreover, that as in this hour a new and indissoluble bond will be formed between the countries to the east and to the west of these Rocky Mountains, this gathering may also strengthen the ties of good will and friendship between the Republic of North America and the parent countries of Europe.

Thanks to the foresight of President Thomas Jefferson, well nigh four score years ago, Lewis and Clarke followed through these mountains as the first explorers of Anglo-American origin, and lifted the veil that hid from civilized mankind the regions watered by the Upper Missouri, the Yellowstone, the Columbia and their tributaries. The exploits of these gifted and fearless men were the rich germ, the full fruition of which we celebrate this day. More eloquent lips than mine will describe to you the long and singular, but interesting process of evolution, by which our enterprise slowly grew out of the discoveries then made with so much courage and intelligence. They will tell you how the record of these discoveries first gave rise, as long as nearly half a century ago, to prophetic visions of a transcontinental railroad along Lewis and Clarke's route, and how, within ten years after these visions were first embodied in print, they filled the mind of one man with such fire of enthusiasm as to move him to go forth, like another apostle, and to spread the best years of his life and all the resources of the propagation of his faith. You will learn how he became in the end a very martyr to his belief, but how the record of a railroad to the Pacific, despite the failure of its first prophet, made converts, spread widely and grew into popularity, until it finally attained to the importance of a leading public question and object of national legislation.

You will be shown how the northern route, which at first was the only one thought of, gradually lost prestige and other routes took prominence. You will see the quaint figure of an honest visionary appear upon the scene, first as the promoter of an odd illusion, and next as the moving spirit in the formal birth and christening of our enterprise through the congressional charter of 1864. You will hear that the charter failed to give real life to the corporation, owing to certain abnormal features engraved upon it, and that it passed eventually to the control of wise, experienced and influential men, but who, however, also failed at first to attract the needed capital until those features were eradicated by congressional amendment.

Then the brilliant episode in our history will pass before you, in which an able, bold and resolute man was the central figure, to whom, most of all, the company owes its practical existence. You will be reminded how the hopeful brightness of that period was eclipsed by the black cataclysm of 1873. Our fabric seemed then to be lost in a bottomless pit. Yet an entire resurrection followed, owing to the inherent vitality of the prostrate body, and to the resolute application of the heroic remedies of foreclosure and reorganization.

There was no immediate restoration to very active life. Years of slow recuperation followed, until the advent of the extraordinary revival of commerce and industry generally, and of railroad undertakings especially, in the years 1879 and 1880. The sagacious men who then directed the company's affairs saw their patience rewarded and the time ripe once more for the resumption of construction work on the road.

They began cautiously, seeking what was possible rather than what was desirable. All at once, Fortune smiled with intense radiance upon the company. A financial alliance with a great syndicate was formed. Its conclusion meant nothing else than the assurance of all the capital required to complete the road, and thereby the end of all uncertainty in the prospects of the company—a leap, in short, into assured success.

With a flood tide in the company's treasury, there arose not only the possibility, but the necessity, of pushing the construction of our transcontinental line with the utmost energy. I hope I may be permitted to say that we have striven to do our full duty, and to obtain the greatest effort of which human brain and muscles, stimulated by unlimited capital, are capable, in a given time and in a stated direction. Work on the main line was first resumed west of the Missouri river in the spring of 1879, and at the confluence of the Columbia and Snake rivers in the fall of the same year. The distance between the two starting points was 1,222 miles. The 217 miles from the Missouri to the Yellowstone were completed in June, 1881; the 225 miles from the Columbia to Lake Pend d'Oreille in November, 1881. The completion of the 340 miles of the road in the Yellowstone Valley took seventeen months. The 194 miles up the gorges of Clark's Fork to Missoula, nineteen months; from the head of the Yellowstone Valley to Helena, and thence to this junction, nine months. Thus, the first 442 miles of the total mileage to be completed—that is, the Missouri and Pend d'Oreille divisions—were finished in two years and eight months, while the other 780 miles were completed in less than two years. In this time, the great structure of the Bismarck bridge was also erected. The continuation of the main line down the Columbia for a length of 210 more miles by another company to Portland, and a thousand additional miles of lines of branch and allied companies were finished. Now these figures are easily quoted, and apparently speak a very simple language. But their true meaning goes far beyond the mere space of time and mileage of completed road they indicate. They form a great sum of human patience and perseverance, energy and bravery, hardship and privation. They express long and hard tests of the power of human ingenuity and endurance in a mighty struggle of mechanical and manual force against the direct obstacles of primitive nature. They mean a painful record of bodily suffering and loss of life by disease and accident. You have seen enough of the work to form an idea of its difficulty, its vastness, its costliness. You have the testimony of your own eyes that this highway had to be carved, as it were, out of a very wilderness where we found nothing to help us—no labor, no food, no habitation, no material, no means of transportation. You see the evidences of triumph over every hindrance. But you perceive only finished results; the dramatic incidents of their achievement are not disclosed to you. Rolling along smoothly, merrily and luxuriously over the line, how can you know that the bridges over which we pass were built while the sublimed rivers were hidden in ice or swollen to perilous depth and turbulence; that defiance was bidden to the seasons, and the pick and shovel kept flying, though the way had to be cleared through thick crusts of snow, and on frozen ground thick with fires?

I have not said all this to give proper credit, but solely in order to give proper credit where it belongs for the great deed now well done, and thus discharge, by this public acknowledgment, as much as possible, the heavy debt of gratitude that weighs upon me.

Let me then own, on this solemn occasion, that our edifice could never have been reared but for the liberality of the people of the United States, acting through the Federal Government, in providing a solid foundation in our land grant; for the devotion and sagacity of the men who steered our craft in the days of distress and danger; for the generous forbearance of our stockholders, the confidence of the public, the powerful help of financial allies; and last, but far from least, for the ability and faithfulness of the officers and employees of the company, and for the myriads of honest toilers who earned their bread in the sweat of their brows for our benefit.

And thus we are permitted to-day to behold this mighty task as all but finished. It was my proud privilege to exercise the chief direction over its later stages. No light duty it was, but wearisome, and brain and nerve exhausting. Still, its very grandeur inspired the will and the power to perform it, and there was comfort and elevation in the thought that we have built what cannot perish, but will last to the end of all earthly things. Let us hope and pray that as this great work of man will stand forever, it may also forever be an immortal honor to its founders, a noble monument to its builders, a permanent pride and profit to its owners, and, most of all, an everlasting blessing to man.

Secretary Evarts, who followed Mr. Villard spoke as follows: Mr. President Villard and Gentlemen, our Fellow Citizens and Foreign Guests: I shall find it easy to conform, for my share of it, to the distribution of the entire time which has been accorded for this striking ceremony, to mark the date and place of the completion of this great public work. Your own address of welcome, Mr. President, has recalled to attention the principal steps and methods by which this noble consummation has been reached, and the eminent gentlemen who are to follow me will illustrate, from every point of view, the magnitude of the achievement, and give elo-

quent utterance to sentiments of admiration for the great qualities and congratulation upon the fortunate influences which have secured the result—sentiments which I see, as I look around me, swell every breast and brighten every eye. Indeed, I am very glad to feel that thus placed between what has gone before and what is to come after, my short speech may be fairly treated as a mere parenthesis, which, the grammarians say, may always be omitted without injury to the sense.

It is true, if I were to make the very brief allusion to the manifold interesting incidents, if I were merely to touch upon even the many great things which have marked the progress of this enterprise through all its vicissitudes to its final success, if I were to exhibit only its most notable contests with and triumphs over the difficulties and obstacles which nature—human, almost as well as material—had put in its way, I should transcend all limits of time and your patience before I had got as far as Helena, starting at either end. But of such enlargement, even, the subject has no need. In all the long route from St. Paul to Portland and Puget Sound, the work has spoken and will speak the praises of its conception, its projection, its completion, in more impressive tones, and with a juster emphasis, than words could express. If I can only run a single furrow through the wide field of observation and illustration open before us, if I can barely mark the bright track of prophecy, faith and works which have wrought out the grand consummation, the demands of the occasion, I cannot but feel, will be quite satisfied.

I have spoken of prophecy, faith and works as all contributory to the success of this enterprise, and so indeed, they have been. Neither of them could have been spared from this, or from any weighty and imposing task of human endeavor. Forecast, confidence and labor will accomplish whatever is within the compass of man's power. Let us consider a little the part they have each played in the work complete, which now, in our presence, its builder, the Northern Pacific Railroad Company, has "crowned with its last hand."

Fortunately for us, neither English nor Spanish explorers of the West coast had discovered the mouth of the Columbia river before our independence was established. Fortunately, also, after that event, though both the English and the Spaniards continued their explorations on that coast, it was a New England trading captain, Robert Gray, of the ship Columbia, that first penetrated the mouth of this river, to which he gave its name, and verified and recorded it as a discovery which, under the rules then prevailing, carried to his country the sovereignty of the region drained by the river and its tributaries. The accurate and circumspect entry made in his log book by this intelligent New England shipmaster, was the title deed of the United States to the region embraced in the State of Oregon and the Territory of Washington against subsequent claims of discovery made by Great Britain, and in some sort, by Spain. It was upon this title that we maintained a footing of joint occupation with Great Britain, and, finally, by the treaty of 1846, of exclusive title up to the division line of the 49th parallel. By the Treaty of Washington of 1871, under the arbitration of the Emperor of Germany, our construction of the division line in Puget's Sound and the communicating channels, was established. Until the acquisition of California, as the result of the Mexican war, this region was our sole footing upon the Pacific ocean, and this excited the interest and ambition of the nation for an overland communication with this remote and unpeopled possession. Immediately upon the Louisiana purchase in 1803, the forecast and energy of Jefferson was shown in the project of the survey of the vast wilderness intervening to discover a practicable route for migration and traffic. Congress voted the money for an expedition to trace the Missouri to its source, to cross the highlands, and to follow down the water courses to the Pacific ocean. Lewis and Clarke executed this task. Starting from St. Louis in May, 1804, they wintered fifty miles above the present town of Bismarck, and came in sight of the ocean on the 7th of November, 1805. Commencing their return in March, 1806, they reached St. Louis in September of the same year. Thus, under instructions drawn by the hand of Jefferson himself, the route now occupied by the Northern Pacific railroad was opened to the attention of the people of the United States, and has from time to time engaged their interest, till the dream, the prospect, the project and the effort have ended in the work here and now. Henceforth the transit from the Mississippi to the mouth of the Columbia, and the return, will be made in nine days, for the round trip, which occupied the first explorers two years and a half.

The prophecy and advocacy of a railroad to our Pacific coast possession, to the Columbia river and to Puget Sound, followed close upon the first introduction in this country of this system of traffic and travel. As early as 1834, when the arrival and departure of a railroad train had still something of novelty even in Boston, a village physician in western Massachusetts, Dr. Samuel Barlow, the father of Mr. Barlow of New York, well known on both sides of the Atlantic as an eminent solicitor, pressed upon the attention of his countrymen, in articles showing great forecast and sagacity, the vast importance and the clear feasibility of such an enterprise as that whose completion we this day celebrate. He writes, in 1837: "My feeble pen would fail me to expatiate on the substantial time-enduring glory which would redound to our nation, should it engage in this stupendous undertaking." Dr. Parker, a distinguished missionary to the Oregon Indians, who had repeatedly traversed the route, in 1833 to 1835, asserted that there was no more difficulty in such a railroad than in one between Boston and Albany, and prophesied that the time was not far distant when tours would be made across the continent as they were then made to Niagara. Willis Gaylord Clark, in 1838, in an eloquent exposition of the subject in a leading magazine, asserted that "the reader is now living who will make a railroad trip across this vast continent." Penetrated with this feeling, the missionary, Whitman, in 1842, started on a winter journey to Washington across the Rocky Mountains, to awaken the State Department to the movements going on, in British interests, to alienate from us our Oregon possessions. Under this impulse diplomatic negotiations were pushed and guided till the treaty of 1846 drew the boundary line between the two nations, and terminated the joint possession. Thus, all the early instincts and aspirations for this transcendent connection fastened themselves upon this northern route. The spread of knowledge and zeal in the minds and hearts of our countrymen had to do with this project and no other.

But the acquisition of California, the discovery of its till then hidden gold, the absorption of people and government in the terrible struggles between freedom and slavery for the occupation of our new domain, and, finally, the civil war, aroused new motives and new arguments which urged irresistibly the transcendent connection, but diverted the first compliance with the political, military, and popular exigencies

from the northern to the southern and central routes. Thus, once more in human affairs, the last was made first, and the first last. During this period, however, the agitations of the subject before Congress and in public meetings by Asa Whitney, in the convention at Chicago in the spring of 1849, and at St. Louis in the fall of that year, the vehement and persistent propaganda of Josiah Perham, all had to do with this northern route, and the feeling and interest thus awakened and developed, with this object, were, no doubt, easily transferred to the service of the other routes, when paramount motives gave them the precedence. In 1853 Congress made appropriations for the exploration and survey of all the proposed routes, and a valuable and adequate exposition of the northern pathway across the mountains was secured. The survey from the East under the charge of Governor Stevens, and from the West conducted by Captain McClellan, met near the point where we now stand, and these surveys have furnished the basis upon which the calculations and combinations, corporate and financial, ever afterwards proceeded, till the point was reached when actual construction needed to be provided for.

On the 24 of July, 1864, the bill for the construction of the Northern Pacific Railroad was signed by Abraham Lincoln. The enthusiasm of Perham, which anticipated a rush of his countrymen that would bring, if need be, a million subscribers for \$100 of the stock apiece, induced the insertion of a clause of the act prohibiting either the issue of bonds or the creation of a mortgage in aid of the construction. This financial folly, and much time and labor spent in trying to obtain from Congress a very moderate aid by the Government, in the shape of a guaranty of interest for a limited period, held the whole enterprise in abeyance, till, in 1870, the obnoxious section was expunged from the Act, and some other beneficial provisions inserted, and the Company took the resolution to build the road on the faith that capital would show in the enterprise itself, and in the prospective value of the Government land grant, should the construction be carried through.

Perham's popular subscription having proved wholly abortive, his organization of the company was transferred to one made up in New England in December, 1865, of which Governor J. Gregory Smith, of Vermont, became the President. The financial agency of the enterprise was offered to, and after careful examination and a new survey, accepted by, the eminent bankers, Jay Cooke & Co., then in the highest repute for their wonderful administration of the immense Treasury transactions in the issue and distribution of bonds of the United States.

The wisdom of the selection of this eminent financial agency and the immense energy at its command were quickly demonstrated. During the years 1870 and 1871 the Company received nearly \$30,000,000 from the sale of its bonds conducted by Jay Cooke & Co., and the money was rapidly applied to the actual building of the road. The source of supply, however, proved not to be perennial nor inexhaustible, and the Company was pressed for funds in the summer of 1872. A change then took place in the Presidency. The financial outlook for the enterprise became less and less encouraging, till this gloom spread over all our affairs, and the general panic of 1873 swallowed up the Company and its financial agency in the common insolvency. But this brief period of plenty and prosperity was well employed. Never was the prudence of making hay while the sun shines more clearly illustrated. In this period the road was built from the east to the Missouri river and on the west between the Columbia river and Puget Sound. Upon this firm basis, as the *ponso* of Archimedes, the skillful engineers of the Company's present prosperity have lifted the heavy globe from the calyx in which it was engulfed, till now it blazes upon our eyes, "totus in seipso, teres, aliqne rotundus."

General Cass succeeded Governor Smith as President, and skillfully nursed the energies of the enterprise during the inglorious period of its eclipse. He became its Receiver upon the decree of bankruptcy in 1875, and, through the actual censure of foreclosure and sale, the property became vested in the present reorganization under the honest, generous, substantial and successful scheme of conciliation between the disappointed interests of the past and the hopeful interests of the future, known as the "Billings" plan. This eminent gentleman, who unites the unusual distinctions of credit as a lawyer among lawyers, and a financier among financiers, became a director in the company in 1870, and has continued in its management ever since, succeeding Mr. Wright, of Pennsylvania, in 1879, and succeeded by Mr. Villard in 1881, as President, after a temporary occupancy of the place by Mr. Barney. As Mr. Billings dates his connection with the company from before the deluge, he will be able to correct the impressions of any who, in the glorious sunshine of to-day's prosperity, may imagine it was not much of a shower.

The restoration, however, of financial confidence and strength, was by no means immediate or unchecked. The preferred stock after the reorganization commanded only twenty-five or thirty cents on the dollar in Wall street, and at one time fell to \$8 a share, and the common stock to \$1.50. Appeals to Congress to aid its securities by guaranty of interest were again resorted to and again refused. But in the meanwhile the good management of the fragments of completed road showed net earnings of some \$300,000 in 1876, and some \$500,000 in 1878. This kept alive the organization and confirmed confidence. The merits of the route and the value of the lands when the road should be finished were courageously relied upon by the experienced and able men who put their own fortunes in the enterprise, to attract the confidence of capital and give credit to the bonds and value to the stock of the road.

And, now, the flood of the tide of financial prosperity of the whole country floated this enterprise which its ebb had left stranded. The resumption of specie payments by the Government in 1879, the rapid conversion of the public debt into 4 1/2 and 3 per cent. securities, the rapid reduction of the debt itself, set at liberty great amounts of capital for participation in the active employment of money. These stupendous transactions of the Treasury at once compelled and attracted immense investments in well founded enterprises of industry and trade in a country which, emerged but fifteen years from a civil war—whose sacrifices of able-bodied producers and of accumulated wealth had never been equalled—appalled its creditors by paying its debts, and impoverished its leaders by the reduction of interest they submitted to, to escape the payment of the principal. Just and well tried confidence in the character no less than in the ability of the sponsors for the ultimate outcome of the outlay—I mean of the eminent men who have conducted and are conducting the affairs of this company—has formed the controlling, the unflinching, the indispensable element in that faith—strong men which has supplied the means for this completed structure. To you, Mr. Villard, and to you, Governor Smith, to you, Mr. Billings, and all the

other presidents, present or absent; to you and all others who have felt your arms lean on them for support, this day crowns your labors, and we, your fellow citizens, and these foreign guests, applaud your triumph.

I cannot stay your train to unfold the manifold qualities in the management of this enterprise, which deserve illustration, but I may insist for a moment upon a few principal traits. I cannot discover that there has ever been engrained upon this enterprise any construction company to suck the prosperity that belongs to the original growth. I do not perceive that excessive rates, either of interest for money or of payment for labor or materials for want of money, have imposed upon the enterprise burdens disproportionate to the values which its debentures or its stock fairly represent. I do not find any just ground for complaint in political or popular estimate that the United States has burdened its revenues with subsidies which, for the public interest, were unnecessary or excessive, for from the beginning to the end the enterprise has not received a dollar from the public funds. I find no fair ground for cavil at the land grants of the Government along the route, as improvident or showing no adequate return of value either to the Treasury or to expectant settlers on the public domain. Even if we look at the Government in the mere light of a private proprietor, who will not himself incur the expense and the risks of opening communication between his unpeopled wilderness and the land-seeking population, we find the Government, without a dollar of outlay, made more than whole for the lands it has parted with by the enhanced selling value of its wide domain. But, when we consider that the future settlers on the company's lands, as well as in the reserved public lands, forever contribute to the tax paying power of the people, and the strength and power of the nation, we see that there is no sensible analogy between the interest of a private person in the ownership of land and that of the Government as an administrator, for the general welfare, of the public domain. And, finally, the settlers who will follow your track, and at once find their frugal means and their farm products at no disadvantage from distance or isolation from market, but on a level with all the world, will easily understand that, but for the wise liberality of the Government in this matter of railroad communication, either the lands would have remained inaccessible to agricultural settlers, or would not have been worth their acceptance, as a gift, with a bounty besides.

The Northern Pacific railroad thus completed has, Mr. President, through your reasonable and successful connection of its system with the well developed and fully operating scheme of the Oregon Railway and Navigation system, by the firm tie of justice and interest, been secured against vicissitudes and disasters to which, with less prudence and less good fortune, it might have been exposed. It is not, then, merely upon the continuous track that you have just established, but, also, upon the united and impregnable chain of travel and traffic between the Pacific and the Atlantic coasts, that your company to-day looks with satisfaction and your guests offer their congratulations.

Mr. President and gentlemen, the rapidity and magnitude of the recent strides of our country's progress in material development, dwarf and belittle the steps in our advancement which we used to consider with complacency and admiration. Less than forty years ago, as lately as 1847, in the little State of New Hampshire, the energy of its people, allied with the wealth of Boston, had pushed their Northern Railroad over the ridge of highlands which divides the narrow bottom lands of the Merrimac from the wider valley of the Connecticut. The opening of this section of the road, from Franklin to Grafton, was an occasion of great exultation, and a distinguished company of the solid men of Boston had come up from that city, in a forenoon, to meet the gathered citizens of New Hampshire in a grand celebration. The road traversed the farm of Mr. Webster, and he took part and pride in the pomp of the occasion. Magnifying, as an orator should, the greatness of this triumph over the obstacles which nature had interposed, and over time and space, and portraying the advantages which were to flow from it, without the least sense of hyperbole, he exclaimed: "Fellow citizens, can we without wonder consider where we are and what has brought us here?" How vast all the discussions and proportions of the completed enterprise we now applaud, seem by the side of the achievement which the great orator and statesman of our country thus proudly commemorated, as a wonder! This last achievement of the intelligence and energy of our people climbs over the lofty range of mountains which divide the waters of a continent between the two great oceans of the world. It binds together by one more indissoluble bond the destinies of a great people who look from the windows of their habitations upon the horses of the sun as they rise from the stormy waves of the Atlantic, and again when they quench their fire in the smooth waters of the Pacific. It forms one more portage for the water-borne commerce which plies between Europe and Asia. It brings new fields of tillage adequate to feed tens of millions, under whose healthful and happy toil their seed time and harvest shall never fail, and tens of millions more, less fortunate, who crowd the workshops and factories, the cities and the mines of Europe and America in this age of industry. It will help to assuage inequalities of nature and disparities of fortune among our own people, and to spread peace, plenty and prosperity to other nations. Nor does it lessen our gratitude and gratulations that this is not the first, and that it will not be the last, that this wide land of ours witnesses on the same great scale of effort and beneficence.

As our flying footsteps leave these heights of moral and natural vision, I am sure this Company will feel this occasion was not unworthy of an assemblage which the Secretary of the Interior honors with his attendance, and the illustrious soldier, after following his own fame around the world, finds attractive in its interests, to which the Ministers of the Powers of Europe lend the favor of their countenance, and which collects so many eminent men of our own country and of the old world to assist in this international celebration.

He was frequently interrupted by great applause. The scene presented was one of much impressiveness. In front of the platform but a few hundred yards off the top of a large grey cliff raised itself skyward, the day was beautiful and the bright sunlight added a gleam to the effect. Decorations of the most appropriate nature were on all sides. At the conclusion of Mr. Evarts' remarks Secretary Teller was introduced as the representative of the United States government. He did not attempt to refer to the past business of the road or its important features, as these had already been fully dwelt upon. He said that the present was one of the great events in the history of the United States. He felt that the importance of the enterprise had not been overestimated. He had not the statements regarding the resources of the country through which it ran been exaggerated. He felt that it would be but a few years when nine or ten millions

of people would be found living upon the line of this great road. The Northern Pacific was not merely a road that was to benefit its stockholders. However much it might repay them, it will bring to the United States the highest benefits. It opens up to settlement one of the grandest and most fertile sections of the country. It promises to be one of the great civilizers of the age. The Government had acted wisely when it lent its aid to the enterprise in the way of such an immense loan, and as the benefits to be reaped far exceeded the cost which it had been to the Government. (Great applause.)

Ex-President Frederick Billings, in response to calls, said that the present driving of the golden spike was of the utmost importance to the entire interests, not only of the great Northwest, but of the entire United States. The completion of the Northern Pacific marks a resting place in one of the greatest works of the age. The struggles which it had for an existence can never be properly appreciated except by those workers who stood in the breach and carried it onward, when the days were dark, indeed, and when might but adversity appeared to overtake it. But the road has struggled on, its true friends have never faltered in their faith and now we come to you, on this our proudest day and say, At last it's done, we are here; the road is completed; we are here and we have demonstrated that our enterprise is a success. We claim that we have the best road to the Pacific coast that is now in existence. This is a proud day to all friends of the Northern Pacific road. Would that there could be with us to-day those grand old workers whose faith in the enterprise began many years ago and whose devotion to it can never be known, but who are now no longer in this world of flesh and blood. To me, I say, this is the proudest moment in my life.

The most enthusiastic applause greeted Mr. Billings upon the conclusion of his remarks.

The British Minister, Hon. Stackville West, made a few congratulatory remarks. He was followed in an appropriate manner by Rt. Hon. Sir James Hannen. Dr. Eisenacker and Prof. Kneiss, representatives of the German Government made short addresses.

Mr. Villard introduced Minister Lionel Sackville West, of England, who said that Sir James Hannen would speak for the English guests.

Sir James Hannen said that the English visitors were filled with wonder and admiration by the sights of this magnificent country and its institutions. Mr. Henry Villard was a person about whom their warmest sympathies and gratitude for this splendid hospitality could well cluster. He said: We have had the happiness of seeing what manner of man he is. We have been able to see in him the qualities which have earned for him the confidence of those who have been associated with him throughout his life, and we now shall carry back the recollection of having known a real man. It was a happy thought that the representatives of the countries which have contributed the population to the American nation should be present on this most extraordinary occasion. It fills me with wonder and awe to see the prosperity which has advanced with such rapid strides, and which has at once reached the highest development of civilization.

The German member, Von Eisenacker, was then presented and expressed the hearty good wishes of his fellow countrymen for this enterprise. He said: We are sorry to have lost Mr. Villard, but as he has come to a country which has always been closely allied to my own, here he may remain.

Dr. Kneiss, of the Berlin University, was then introduced and spoke at length in behalf of the German Northern Pacific would be the new highway—the main line of all western colonization of America and Europe. May it, he said, be forever a monument in favor of the noble son of Germany, Henry Villard. You may be sure our mother country is proud of such a son.

Dr. Hoffman, the greatest microscopist of the day, said the construction of the Northern Pacific was a modern miracle and unlike ancient miracles was performed in compliance with the laws of nature and not against them. This was an international festival of civilization. The Northern Pacific country presents features of unprecedented fertility, such as our eyes have never seen before. Here are provinces of mineral wealth surpassing everything which the boldest imagination could have expected. They will at no distant day be populated by millions of happy citizens.

The Governors of Wisconsin, Minnesota, Dakota, Montana, Oregon, and Washington were severally introduced and made brief and appropriate remarks. The Governor of Idaho was absent on account of sickness. There were loud cries for Grant, and as the General came forward the air was rent with cheers. He made a few brief remarks suited to the occasion, and characteristic. He said he was reminded by the speeches to which he had listened of the fact that he had had something to do with the great Northern Pacific enterprise. When Governor Stevens thirty years ago organized his surveying expedition, he was a lieutenant, acting as quartermaster and commissary on the Columbia, and he issued the supplies for the expedition. Was he not, he said, then entitled to some of the credit which Mr. Billings had apportioned out to others? It was true that while Mr. Billings contributed of his own money, he paid out Uncle Sam's. This sally greatly pleased the audience, largely made up of veterans, who became perfectly wild when he said that these inter-colonial railroads would have amounted to but little but for the men who after the war sought the territories as fields of enterprise, for they had made these railroads possible and prosperous. At the conclusion three cheers were given.

The foreign guests were then given seats on the platform by the railroad track, and a photograph was taken of them, together with Mr. Villard and family, and the most distinguished American guests. After that a horse (Old Nig) that had helped to build the road from its inception was brought upon the platform.

The last blow upon the last spike (the spike was of iron and was the first one driven at the commencement of road building) was struck by H. C. Davis, Assistant general passenger agent of the road, and who also wielded the sledge when it was driven years ago. President Villard next struck it, then General Grant, then Mr. Evarts, and several of the foreign guests, after which Mr. Davis gave it the last blow. The end was reached as the sun was sinking behind the mountains.

The enthusiasm of the vast throng present, (variously estimated at from three to five thousand), was indescribable. The heights reverberated with the mingled sounds of cannon and the shouts of the people.

This was brought to a happy conclusion a very remarkable occurrence in American history. The trains were re-formed and the guests departed. The English and part of the Americans, including George M. Pullman and Vice President Harris took the train east. The rest went westward to Puget Sound.

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It Might Have Been. "May I see the Hepper Gazette?" The gentleman from Oregon addressed one of the STATESMAN staff, who happened to be in the editorial room.

Journalistic courtesy of this kind is due from one editor to another. Presently the managing editor came in. "Certainly, you will find it in the waste basket."

Next Tuesday is the day for the grand reception of the Villard party in Walla Walla. It is reasonable to presume that this city will be almost depopulated.

The above taken from the Walla Walla Times is written in the right spirit and shows the editor of that paper believes in progress and enterprise.

In the window of the French Restaurant, on Main street, can be seen four mammoth potatoes of the "pink-eye" variety, that had anything we ever saw.

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DR. PAUL M. BRENNAN. THE MOST SUCCESSFUL PHYSICIAN in the Pacific Coast in the treatment of all Chronic and Acute Diseases. He has been an expert in the treatment of the venereal disease and all its complications, such as Syphilis, Gonorrhea, and all its complications.

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O. R. & N. CO. PASSENGER TRAIN. Leave Walla Walla for all points west at 5:30 A. M. every except Sunday. PASSENGER TRAINS leave Walla Walla for Portland at 7:00 A. M. daily (except Sunday) arriving at Walla Walla at 9:30 P. M.

W. W. & F. BRANCH. Trains will leave Walla Walla daily at 10 A. M. for Milton and Blue Mountain Station. PASSENGER FARES: Between Walla Walla and San Francisco 1st class, \$31; 2d class, \$24. Between Walla Walla and Portland, \$14.00.

DR. SPINNEY'S SPECIAL AND CHRONIC DISEASES. YOUNG MEN WHO MAY BE SUFFERING FROM the effects of youthful follies and indiscretions, will do well to consult this, the greatest boon ever laid at the altar of suffering humanity.

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LONG TIME LOANS. At Lowest Current Rates, And on the most Favorable Terms made on FARM LANDS ONLY. APPLY TO Mackenzie & Cavangh, DEALERS IN AGRICULTURAL IMPLEMENTS, WHEAT AND GENERAL COMMISSION Merchants, Agents for SCOTTSBURY TRUST & INVESTMENT CO.

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NOTICE. To Clerks and Directors of School Districts of Wash ington and Idaho Territories that I have taken the agency for the National School Publishing Co., CHICAGO, ILLINOIS.

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HERREN & HASSELL. Commission Merchants! And Dealers in GRAIN, WOOL, AND FLOUR BAGS. Here we Sewing Machines.

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Holmes' Drug Store, Main Street, Walla Walla. GREAT INDUCEMENT TO BUY NEW FURNITURE. THE PIONEER FURNITURE STORE.

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JACKSON HOTEL. The Dalles, Oregon. A NEW HOUSE, HARD FINISHED, and neatly furnished throughout. Price reduced to suit the times.

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