DESERET EVENING NEWS.

TRUTH AND LIBERTY.

VOL. XIV. SALT LAKE CITY, UTAH TERRITORY, WEDNESDAY EVENING, JANUARY 12, 1881. NO. 42.

THE
EVENING NEWS.
Published every evening except Sunday.
One copy, one year, with Postage $10.50
" " six months, " 5.25
" " three months, " 2.65

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" " three months, " 1.00

DESERET NEWS:
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FORTY-SIXTH CONGRESS

SENATE.

WASHINGTON, 11.—Maxey, from the military committee, reported with amendments the bill for the relief of General Ord.

Bayard, from the finance committee, reported favorably the House bill to amend the revised statutes so as to authorize the charge for melting and refunding bullion when at or above the standard.

Cameron, from the military committee, reported adversely to reorganizing the United States militia, indefinitely postponed.

The bill to punish vagrancy in the District of Columbia was discussed. It was finally laid aside.

The Senate took up the bill for the relief of Ben Halliday.

McPherson opposed the bill claiming it ought to be so amended as to embrace other than actual damages. He felt disposed to leave the claimant to the generosity of the republican side when it shall come into power

Conkling—That will be on the 5th of March.

McPherson—From all we hear and read we may infer that time will soon arrive.

After considerable discussion Cockrell submitted a resolution which was agreed to, calling on the Postmaster General for copies of all contracts, orders, correspondence and actions concerning the carrying of mails across the continent between the 1st of January, 1857 and 1867, on what was commonly called the "Overland Route" also for all information in the books of the Department of payments and full amounts paid on account of such contracts, services and charges, including extra compensation.

Conkling said the hostility of the democratic Congress and of the democratic platforms to the Holladay case, had been manifested in the delay which had kept a man with an honest claim dangling before Congress for years. He desired to enquire whether the purpose of the resolution was to afford a pretext for further delay.

Cockrell disclaimed any such purpose.

Pending debate the Senate adjourned.

HOUSE.

WASHINGTON, 11.—Blackburn offered a resolution reciting that there was on the Speaker's table a voluminous paper referring to the abuse of the franking privilege, and moving that a committee of five be appointed to examine these charges and other abuses that may be brought to its attention about the transmission of documents, letters, etc. Adopted, and the House went into committee on the Indian appropriation bill.

An objection of Hooker to an amendment appropriating $10,000 for the expense of ten citizens, and striking out the clause repealing the laws creating such commission, was overruled. After consideration, the committee rose and reported the bill to the House. The amendment adopted in the committee in relation to the Indian commission was rejected—yeas 106, nays 119. The bill then passed.

The Speaker announced the appointment of Converse, House, Philip, Browne and Robinson, of Massachusetts, as the select committee to investigate the alleged abuse of the franking privilege.

The Speaker laid before the House a message from the President transmitting copies of the correspondence relating to the invitation extended by the French republic to this government, to send one or more delegates to represent it in the international congress of electricians, to be held in Paris, Sep. 16, 1881. The President recommends that an appropriation be made for that purpose. The message was referred to the committee on foreign affairs.

Adjourned.

AMERICAN.

GRANT'S PROJECT.

The Silent Warrior now a Wordy Civil Engineer—The Advantages of the Nicaragua Route.

CHICAGO, 11.—The following are the most striking points from Gen. Grant's article in the *North American Review* containing his views on the Nicaragua Canal: After stating the necessity for shortening the route between the Atlantic and Pacific ports, and referring to former efforts to get a canal both on the part of this country, Central America and European countries until the breaking out of the civil war in this country, this project presented an important topic for consideration and overshadowed all questions relating solely to industrial development in international commerce, and ended in results which have given new and vast interest and importance to every enterprise which can add power to the republic and advance the prosperity of its people. Stepping at once into the front rank among powerful nations of the earth the United States has entered, as it were, spontaneously upon a career of development almost unparalleled in the history of the world, by the growth of States along the Pacific Coast, by the erection of transcontinental lines of railway, by the occupation of new lands, by the opening of new mines, by increasing the mechanic and manufacturing enterprises, by the introduction of its products on a massive scale in the commerce of the world, by her devotion to a system of finance which requires incessant industry among all classes of people and the cheapest possible means of intercourse and transportation, the United States has given new and deeper importance to every method by which industry can be advanced, and commerce can be promoted. It should not be forgotten that the states of North and South America lying along the Pacific furnish in large abundance those commodities which are constantly supplied to markets in almost every country on Europe. The guano and nitre trade is immense. From the ports of Chili nearly 400,000 tons of freight are shipped eastward annually. More than 1,000,000 tons of grain are shipped each year from the Pacific States and Territories. There is no doubt that more than 4,000,000 tons of merchandise find their ways across these regions to the east and require water communication in order that they may be shipped economically and profitably, and this is the merchandise to which railway transportation across the continent is wholly inapplicable. The great wheat crops of California and Oregon, for instance, find their way to Liverpool around Cape Horn at a freight rate of 50c. per bushel, a rate which would not carry it by rail half way to Boston or New York or Philadelphia, to be there shipped to its European destination. In addition to the commerce of North and South American ports referred to, there may be estimated also the advantages which would accrue to the trade of Australia and the remote East Indies bound to Great Britain, and which would undoubtedly add millions of tons of freight seeking passage through the canal. When we consider the time and distance saved by the canal for this vast amount of merchandise, by averting the passage around Cape Horn, and the importance in these days of rapid transit of a ready approach to the destined market, we can readily understand the value of the enterprise to the producer, and shipper and consumer alike, leaving out of consideration the dangers and delays of the Cape. We should not forget that by the canal now proposed the distance from New York to Hong Kong is shortened by 5,870 miles, New York to Yokohama, 6,300 miles, New York to San Francisco 8,600 miles, New York to Honolula 6,780 miles, Liverpool to San Francisco 6,065 miles, from Liverpool to Callao 4,384 miles, we need no longer question the value of the inter-oceanic canal on the western continent, as we have long since abandoned all doubt of the value of the Suez canal to the commerce of the nations of the east. To Europeans, the benefits and advantages of the proposed canal are great; to Americans they are incalculable. A canal properly constructed and organized would increase our commercial facilities beyond calculation. Interfering in no way with those lines of railway which connect the Atlantic States with the Pacific, but tending rather to stimulate and increase the activity out of which their traffic grows, it would cheapen all staple transportation, and add greatly to the ease and economy of emigration from the east to the farms and mines of the Pacific slope. That the canal will be of great benefit to the commerce of the United States, also, there can be no doubt, meeting, as we do, formidable competition in the carrying trade to foreign ports. We find in our coastwise navigation an opportunity for the profitable use of American bottoms, protected by our own commercial laws, a continuous coast line connecting our eastern and western shores. The promised increase of this navigation is sufficient of itself to make the canal a matter of the utmost importance to our people. In view of these advantages the question naturally arises as to the most feasible route for the canal, both as regards economy of construction and convenience of use. On this point it would hardly seem as if there was room for controversy. The difficulties which surround the Panama scheme have been so frequently and so forcibly set forth that they need not be elaborately repeated here. The floods of this region, caused by the sudden and immense rainfall, have attracted the attention of the most careless traveler, and have perplexed and confounded the scientific engineer in his attempts to provide some method by which to overcome the difficulties which they create. The impassable and unhealthy swamps lying along this route have always been considered unfit for a water course, and so destructive to human life that labor and death seems to have joined hands there. The necessity for long and very expensive tunnels and open cuts has added vastly to the expense of the route when estimated, and to the obstacles to be overcome by engineering. The most careful surveys have always developed a discouraging want of material for construction. The addition of 500 miles to the distance between New York and the ports on the west coast of the United States by the Panama route, over that of any other feasible route proposed, and the long and tedious calms which prevail in Panama Bay, have never failed to create opposition to this route in the minds of navigators. The enormous cost of the Panama Canal, moreover, has never been denied. Considering the engineering difficulties attending the diversion of the Chagres River and the necessary construction of an artificial lake to hold its floods, together with the tunnelling or open cuts to which allusion has already been made, the cost of this canal cannot be less than four hundred million, and would probably be much more, including the payment to the Panama railroad for its concession. American capitalists would be likely to look for dividends on an investment like this. Turning from the Panama route therefore as one which when practically considered has but little to recommend it, either as a commercial or financial success, we are brought to the consideration of the Nicaragua route as that to which the attention of the American public is most strongly drawn at this time. The advantages of this route are the ease and economy with which the canal can be constructed, the admirable approaches to it from the sea both east and west, the distance saved between Liverpool and North American ports over the Panama route, the distance saved also between New York and other Atlantic cities and ports of the United States on the Pacific Coast. The cost of the Nicaragua Canal has never been estimated above $100,000,000. Indeed, Civil Engineer Menocal, whose judgment and capacity have never been questioned, gives the following as his estimate of the entire cost of the work, after a long and critical examination:

	MILES	EST'D COST
Western division, from Brito to the Lake	1,633	$21,686,777
Middle division, Lake Nicaragua	5,630	715,658
Eastern division, from Lake to Greytown	10,563	25,020,914
Construction of Greytown Harbor	——	2,852,629
Construction of Brito Harbor	——	2,391,709
Total	18,126	$52,577,718

A subsequent estimate, based on more recent surveys made by Mr. Menocal, has reduced this amount to $41,183,839, and by abandoning the valley of the San Juan River in favor of a direct route to Greytown, ascertained to be entirely practicable, the istance is reduced to 17,357 miles, the total canalization being but 5,317 miles. It is well known that the Suez Canal, and in fact almost all great public works cost far more than the estimates made by engineers, but applying this rule most liberally, cannot bring the outlay on the Nicaragua route higher than $100,000,000. The surveys of this route made subsequent to those of other routes proposed have developed extraordinary facilities for the work. The materials needed for construction are abundant throughout the entire line. The Harbors of Brito and Greytown at the western and eastern terminal, are capable of being easily made convenient and excellent. The water supply from Lake Nicaragua is free from deposit and is abundant and easily obtained, the lake itself being the summit level of the canal. The rainfall is not excessive. The climate during the mild winds is delightful. The country is capable of producing all the subsistence required by laborers employed in the construction. Local productions are valuable and such as constitute many of the most important articles of commerce. The construction, feeders and tunnels are not necessarily dependent nowhere on the streams which, in the rainy season, are irresistibly destructive, and in dry seasons are reduced to mere rivulets. The canal would always be provided with a uniform and easily controlled supply of water. The canal constructed on this route could not fail to be an economical highway, as well as a profitable investment. The estimated cost is $75,000,000. A charge of $2.50 for canal tolls and all other charges would give a gross income of $10,000,000 on 4,000,000 tons, upon which former calculations have been based. Deducting from this $1,500,000 for expenses of maintaing and operating the canal, we have $8,500,000 as the net earnings of the work. A reasonable modification of these figures would give encouragement. The liberal concessions made by the government of Nicaragua to the provisional inter-ocean'c canal society, indicates a determination on the part of that government to make the burdens of the enterprise as light as possible, and leave its government entirely in the hands of the American proprietors, while in the Panama concession provision is made for the entry and clearance of vessels at the terminal ports, with the delays and annoyance usually attending such requirements.

He then refers in detail to the concessions and the protection guaranteed to the interests of the canal, and says that there are other advantages contained in the concession of the Nicaraguan government, and the proposed administration and management of the Nicaraguan canal. There should be no doubt in the mind of every American who believes in the power and supremacy of his government on this continent. The concession is made to an American society, made up of Americans. All the corporators are Americans, and an act of incorporation is asked of an American Congress. Every step of this project recognizes the right of the United States to guard with zealous care the American continent against the encroachment of foreign powers. To this policy no nation and no cluster of adjacent nations, watchful of their own individual or collective interests, should take exception. It was the foundation of national existence everywhere. An American man-of-war having on board the greatest naval commander of modern times pauses for 48 hours at the mouth of the Bosphorus to recognize the right of an European power to control the waters of the Dardanelles and the Black Sea. It cannot be supposed for a moment that an American company incorporated by the American government, organized on American soil, would have been allowed to construct the Suez canal, even if it had established a branch of its enterprise in France, and placed it under the supervision of a distinguished and representative French official, and so it is with us. The policy laid down in the early days of the republic, and accepted from that time to this by the American mind, by which the colonization of other nationalities on these shores was protested against, should never be forgotten. Violation of this policy has always roused the American people to the firm assertion of their rights, and it cost one American statesman at least a large share of the laurels he had won by long and honorable service. The application of this principle even now secures safety and protection to the lines of railway spanning the isthmus and connecting eastern with western waters. The assertion of this principle by the treaty made with Nicaragua in '49, is accepted to-day by all American people and officials with entire satisfaction. The rejection of that treaty in order to prevent a collision between the United States and Great Britain and preserve unharmed the policy of an administration, is regarded as one of the most complicated and compromising acts of American diplomacy.

He further discusses the Monroe doctrine and that of the Clayton-Bulwer treaty, to the great advantage of the former.

He also refers to President Hayes' endorsement of the Monroe doctrine as wise and far-seeing. An Inter-oceanic canal across the American isthmus will essentially change the geographical relations between the United States and the rest of the world. It will be a great ocean thoroughfare between our Atlantic and Pacific shores, and virtually part of the coast line of the United States. Our increased commercial interest in it is greater than that of all other countries, while its relations to our power and prosperity as a nation, to our means of defence, our unity, peace and safety, are matters of paramount concern to the people of the United States. No other great power would under similar circumstances fail to assert rightful control over a work so closely and vitally affecting its interests and welfare. In accordance with the early and later policy of government, in obedience to the often expressed will of the American people, with due regard to our national dignity and power, with watchful care for the safety and prosperity of our interests and industries on this continent, and with the determination to guard against even the first of rival powers, whether friendly or hostile, on these shores, I commend an American canal, on American soil, to the American people, and congratulate myself on the fact that most careful explorations have demonstrated that the route standing in this attitude before the world is one which commends itself as a judicious, economical and prosperous work. I have forwarded the opinion expressed in this article, not from hasty consideration of the subject, and not without personal observation. While continuing the army of the United States my attention was drawn to the importance of the water communication I have here discussed. During my administration of government I addressed to its press upon the country the views I thus framed, and I shall have added one to the list of my life to them I have already recorded if I shall succeed in impressing upon congress and the people the high value as to a commercial and industrial enterprise of this work, which if not accomplished by Americans will undoubtedly be accomplished by some of our rivals in power and influence.

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NOTICE.

In the Probate Court in and for Salt Lake County, Territory of Utah.

IN THE MATTER OF THE ESTATE OF JACOB PEART, DECEASED.

JACOB PEART AND MARTIN LENZ, Administrators of the estate of Jacob Peart, deceased, having on the 5th day of December, A.D. 1880, filed in this court their annual report showing the financial condition of the said estate.

Now, therefore be it ordered that Saturday the fifteenth day of January, A. D. 1881, at 11 a.m. of said day, at the Court Room of said Court, at the County Court House in Salt Lake City, be and is hereby appointed the time and place when and where all persons interested may appear and file objections to said report or any part thereof.

It is further ordered that notice hereof be given to all parties interested, by publication of a certified copy of this order till the day appointed herein in the DESERET EVENING NEWS, a newspaper published in and having general circulation in Salt Lake County.

Done in open court this third day of January, A.D. 1881.

E. SMITH,
Probate Judge.

TERRITORY OF UTAH, } ss.
County of Salt Lake. }

I, D. Bockholt, Clerk of the Probate Court in and for the County of Salt Lake, in the Territory of Utah, do hereby certify that the foregoing is a full, true and correct copy of the order of the Court in the matter of the estate of Jacob Peart deceased, appointing time and place to file objection to the account of the executors as appears of record in my office.

SEAL.

In witness whereof, I have hereunto set my hand and affixed the seal of the said Court, this 4th day of January, A.D. 1881.

D. BOCKHOLT,
Probate Clerk.

d35 td

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