

DESERET NEWS: WEEKLY.

TRUTH AND LIBERTY.

WEDNESDAY, - - May 5, 1875.

THE MONTANA TERRITORIAL RAILROAD CONVENTION.

THE Delegates to the Montana Railroad Convention assembled in the Court House at Helena, April 21, at 12 m.

The first day W. L. Irvine, of Deer Lodge, was elected President, and A. H. Beattie Secretary.

The President appointed Cornelius Hedges, J. J. Davis, W. J. McCormick, R. S. Ford, J. R. Weston and Granville Stuart a committee on credentials, and the Convention adjourned.

The Convention re-assembled at 2 p.m., when the Committee on Credentials reported in favor of the following apportionment of delegates, based upon one delegate to sixty-five votes in each county—

"Lewis and Clarke county 30 delegates, Deer Lodge 25, Jefferson 11, Gallatin 10, Missoula 9, Meagher 9, Choteau 3.

The committee also reported the following delegates entitled to seats in the convention—

"Lewis and Clarke County—A. J. Davis, B. H. Tatem, J. F. Wilson, J. Largent, H. R. Comly, D. C. Corbin, M. Bullard, W. K. Roberts, A. Sands, C. Hedges, T. S. Lowry, R. Lawrence.

"Choteau County—Robert S. Ford.

"Missoula county—W. J. McCormick.

"Gallatin county—J. V. Bogert, F. D. Pease, Geo. D. Thomas, V. A. Cockrill, C. L. Clark, J. J. Davis, L. M. Howell, R. P. Vivion.

"Jefferson county—J. R. Weston, G. W. McCauley, H. M. Hill, J. G. Sanders, Hiram Cook, C. W. Higley, Fred. Dell, Jas. S. Smith, T. M. Slosson, G. W. Crane.

"Deer Lodge County—Granville Stuart, W. L. Irvine."

The same committee was requested to report on the order of business, and the convention adjourned until the next day.

Madison, Beaverhead, and Meagher counties were not represented.

On the second day (April 22) Granville Stuart, of Deer Lodge, was elected President, and Capt. Hiram Cook, of Jefferson county, and Harry R. Comly, of Lewis and Clark, Vice Presidents; J. V. Bogert, of Gallatin, Secretary, and A. H. Beattie, of Lewis and Clark, Assistant Secretary.

The following gentlemen were selected as a Committee on Resolutions—William L. Irvine, Robert S. Ford, J. G. Sanders, J. V. Bogert, James Maulden, W. J. McCormick, B. H. Tatem.

Resolutions to gather and compile statistics of the respective counties of the Territory, for publication, and to send to railroad companies, with invitations of proposals for building a road into Montana; that the Northern Pacific R. R. would best accommodate Montana, and should have the first hearing, and to wait till July for such propositions; were offered and referred.

The following, offered by Harry R. Comly, were adopted—

"Whereas, While we have an abiding faith, founded upon experience and knowledge of the mineral, agricultural and other resources of our Territory, in its ultimate development into a rich and powerful section of our common country, and of its eventually assuming that importance in our republic which its position on the line of the future highway of the nations from East to West would seem to indicate, and while we believe that alone and unaided these resources and our position will in the future develop us into a rich and powerful

State, yet recognizing the fact that without availing ourselves of the means of enlightened inventions and discovery, and by adhering to and relying entirely upon our own capital, labor and resources, our progress must necessarily be slow and our hopes of success indefinitely deferred; and whereas, we believe that the enterprise, vigor and indomitable energy of our people demand something more than a tacit acceptance of the present condition of things, and prefer active effort to old fashioned slow progress; Therefore be it

"Resolved, that, in the opinion of this Convention, the time has come when active exertions should be made to connect the Territory of Montana with the rest of the world by railroad communication, and, with this end in view, we invite the co-operation of all classes, sections and communities.

"Resolved, That we believe that the speedy construction of a railroad connecting us with the marts of the world by means of a reasonable appropriation on the part of the Territory for that purpose, is preferable under the present circumstances to masterly inactivity on the one side, or undue excitement or extravagance on the other.

"Resolved, That the people of Montana should not, in offering its assistance to such an enterprise, restrict such offer to any particular road or roads, but that a wise discrimination would dictate the policy of receiving propositions from all, and in acting upon them, choose that proposition which should combine with certainty of construction the elements of speed in completion, and cheapness in cost to the Territory, and at the same time would accommodate the greatest number of localities, or in other words, would conform to that grand old doctrine of producing the greatest good to the greatest number."

The committee on Resolutions reported the following—

"Resolved, That it is the sense of the people of the Territory of Montana that the construction of the Northern Pacific Railroad from Bismarck to the western settlements of the Territory would accommodate the commercial, mining and agricultural interests of every section, and without injury to any.

"Resolved, That a committee of one from each county, selected by the Delegates of the counties represented, be appointed to carry into effect the matters and things set forth in the 2d resolution, [concerning conferring with R. R. companies, etc.] said Committee to report to the Convention recommended, upon the call of the Chairman of this Convention.

"Resolved, That it shall be the duty of the above Committee to compile the statistics and information obtained for use in correspondence with the different railroads and men, and that the same be furnished for publication to the newspapers of the Territory.

"Resolved, That it is the true interest of the Territory to have railroad communication with the outside world at as early a day as possible, with due regard to the expense to the Territory, and that the road which will do this is the one which the people of the Territory can most sensibly aid to the extent of their ability.

"Resolved, That it is the sense of this Convention, seeking early and cheap communication with the outside world, that the navigable waters of the Territory, more especially the Missouri and Yellowstone rivers, should be made the subject of special attention, and urged upon the attention of the General Government by memorial, and the services of our Delegate be invoked to that end."

J. V. Bogert, I. I. Lewis, W. G. McCormick, Jas. Maulden, W. L. Irvine, Granville Stuart, and R. S. Ford were appointed a committee of correspondence, and to gather necessary statistics and information.

It was resolved that the Convention consider the advisability of building a railroad from Benton to Helena.

A woman suffrage meeting out West adjourned without transacting any business. Somebody let down a live rat through the skylight.

HIGH UP.

THE three adventurous Frenchmen who went up in the balloon *Zenith* from Paris recently, ascended to a height of over 23,000 feet, or nearly five miles. According to the report, two died of suffocation, and the third became insensible before reaching the extreme altitude, remaining in that condition long after he regained the earth, the cold and the rarefaction of the atmosphere, so far away from the earth, being exceeding inimical to human life.

In 1784 Messrs. Charles and Robert, of Paris, reached an altitude of 13,000 feet. In 1803 or 1804 Messrs. Robertson & Lhoest, under the direction of the Russian Academy of Science, attained the altitude of 23,526 feet. In the latter year Gay-Lussac and Blot, from Paris, ascended to the height of 13,000 feet, and Gay-Lussac the same year reached the height of 23,000 feet. In 1850 Messrs. Bixio and Barral went from Paris to the height of 19,000 feet, and the same year reached a height nearly equal to the highest attained by Gay-Lussac.

Among the most remarkable ascents are those made by Mr. James Glaisher, F. R. S., and others. Under the direction of the British Association for the Promotion of Science, Mr. Glaisher, July 17, 1862, reached the height of 26,400 feet. On September 5, of the same year, Mr. Glaisher and Mr. Coxwell ascended to the height of 37,000 feet, or seven miles. Mr. Glaisher lost the use of his limbs at the height of five and a half miles, and finally became totally insensible. In climbing up to the ring of the balloon, to free the valve rope, which had become entangled, Mr. Coxwell's hands became frozen and powerless, and he dropped down into the car and poured brandy over them to restore the circulation. He then endeavored to approach Mr. Glaisher, but, finding himself lapsing into insensibility, he seized the valve rope in his teeth, dipped his head downward several times, and found that he was successful in opening the valve, permitting the gas to escape, and the balloon to descend in safety.

THE MORE THE PLEASANTER.

Now that the little busy bee is waking up to renewed life and activity and beginning to re-invade the orchards and gardens to gather his sweets, it is comforting to know that you will become comparatively proof to visitations of his hot foot by allowing yourself to be inoculated by him about twenty times. One Mr. G. Walker, so it is stated in *Scribner*, proved by personal experiment that "after the twentieth stinging there was only a slight itching sensation for a short time in the immediate vicinity of the wound, and the effects of the inoculation appeared to be perfectly satisfactory."

That is very assuring, for the general idea is that the effects of the kick of the bee are anything but satisfactory, even in a very limited degree. But then, perhaps few persons have the curiosity, the courage, and the perseverance to submit to the operation twenty successive times, in order to enjoy the "slight itching sensation" and "perfect satisfaction" accompanying subsequent inoculations.

THE MONTANA TERRITORIAL RAILROAD CONVENTION.

THE Railroad Convention, commenced at Helena, Montana, April 21, closed on the 24th, or the third day of its session, to meet again at the call of its president.

The proceedings of the Convention were harmonious, excepting discussions in regard to the apportionment of delegates and the resolution favoring the Northern Pacific. The *Helena Independent* says of the Convention—

"The results thus far accomplished are, upon the whole, as favorable, perhaps, as could reasonably

be expected. It is demonstrated that the railroad sentiment of the Territory is very strong, and that our people are disposed to offer all reasonable encouragement to the construction of a line of road that will connect us with the railroad system of the States. The character of the subsidy to be given; the amount, when and how to be bestowed, and upon what road, were questions not discussed by the Convention and these matters will probably be considered by the Convention at its next session, after the Committee on Correspondence shall have received propositions from the several railroad enterprises, projected or likely to be projected, affording us the desired outlet. When the Convention is in possession of propositions from reliable companies or individuals, giving us definitely the terms and conditions upon which they will build and equip a road for us, it will then be in condition to make recommendations to the people upon these questions, which we doubt not will meet with general approbation.

"The delegates from Gallatin and Missoula expressed a strong preference for the Northern Pacific railroad over all other roads or routes named or contemplated, and there is no doubt but that in this they are in accord with the general sentiment of the people of every section of the Territory. If by any aid within our power to bestow, Montana can secure the completion of the Northern Pacific to and through the settled portions of the Territory, it is so clearly to our interest to encourage this enterprise, in preference to all others, that we do not hesitate to say that no other road could obtain one dollar of subsidy, while that dollar was necessary to the success of the Northern Pacific. But our necessity for railroad communication is of that pressing character that we cannot afford to wed ourselves to any pet scheme and say we will have this and none other. As one of the delegates to the Convention happily phrased it, Montana is in the woods, and if she cannot get out by this route within a reasonable time she must by some other. She cannot afford to let every material interest in the Territory languish, and languishing, die, while she is waiting upon the completion of the Northern Pacific, if by any exertion on her part she can secure to herself the vivifying influence of a railroad a decade sooner than the Northern Pacific can afford us the desired outlet. We must not permit our partiality to the Northern Pacific to blind us to the many embarrassments under which that enterprise is now laboring, and the many difficulties they will experience in resuming the construction of their road under anything like reasonable prospects of success. They have confessedly not the means to resume the construction of a single section of their road. Congress refuses to aid them further, and the enterprise is weighed down with the odium of having been the responsible cause of the terrible panic which swept over the country like a simoon, and before which fortunes vanished like mists. The enemies of the Northern Pacific are many and powerful, its friends few and weak, and if, under all the embarrassments and discouragements, which now environ the undertaking, its Directors shall succeed in completing their road, they will have achieved a success in railroad building never before paralleled."

The Territorial Committee on Conference and Statistics, appointed by the Convention, met on the 23rd, Granville Stuart Chairman, and W. J. McCormick Secretary. The report says—

"The duty of the Committee will be to collect the statistics of each county, embracing gold and silver quartz lodes, and placer mines, the number of lodes recorded, extent of development, the extent and approximate yield of placer mines in each county, the number, extent and capacity of mining and irrigating ditches and flumes and capital employed in the same, extent of timber lands, coal lands, iron and copper mines, systems of water courses and power, live stock, character and variety of vegetables, grain and fruit, average yield of grain and vegetables per acre, amount of wool and capacity for sheep growing, population, taxable property, rates of wealth to each inhabitant, climate, winds, rains and snow, feed, mineral springs—hot and cold.

"The people of every section of the Territory are earnestly requested to furnish, at the earliest possible moment, to the County Committee-men of their respective counties, statistics on the above subjects, and the newspapers of the Territory are requested to publish the above."

NARROW GAUGE EAST.

FARTH in the superior availability and economy of narrow gauge railroads seems to be growing. A meeting of the leading railroad managers and citizens of Iowa, Indiana, Illinois and Missouri, held April 20, adopted the following resolutions—

"Resolved, 1. That we, representatives of the Havana, Rantoul and Eastern, Mississippi and Atlantic, and Burlington and Northwestern railway companies, favor the construction of a trunk line of narrow gauge railroad, extending from the western boundary of the State of Iowa to the Atlantic seaboard, with such feeders and branches as the people may feel inclined to construct.

"Resolved, 2. That such railway shall be built with local capital, and that its stock and bonds should never be forced upon foreign markets.

"Resolved, 3. That we believe narrow gauge railroads, when needed, may be constructed by the people along the line, and a fair profit made upon all money necessarily entering into the cost of construction and equipment.

"Resolved, 4. That it is better economy for a farmer to subscribe \$5,000 to the capital stock of a narrow gauge railway company, when a home management may be secured, than \$1,000 to a standard gauge railway company, which is to be built and operated in the interest of foreign capital.

"Resolved, 5. That this proposed line of narrow gauge railway may be constructed by the people along the line, and enough money saved in the transportation of two average crops to pay the entire cost of construction.

"Resolved, 6. That narrow gauge railroads are a success, and should be, where needed, liberally supported by the people along the line of any proposed route in preference to the standard gauge for the following reasons:

"1. They can be constructed for three-fifths the sum required to complete the standard gauge.

"2. Their cost of operation, including maintenance of way, etc., does not exceed three-fifths of the sum required for a standard gauge railroad.

"3. Their carrying capacity, with the rolling stock used, is not inferior to that of standard gauge roads, with the rolling stock in use on such roads, and is abundantly ample to meet all requirements.

"4. They are equally as comfortable and safe as a standard gauge road.

"5. They may successfully compete with water transportation."

Local and Other Matters.

FROM FRIDAY'S DAILY, APRIL 30.

May Day.—To-morrow is the first of May, or May Day, as it is generally called.

"Industrial Association."—The Eighth Ward Industrial Association is conducting the manufacture of men's and boys' hats.

The Shooting Case.—The examination, before Justice Pyper, of Mr. King, on a charge of shooting William Bean, was to come off at two o'clock this afternoon.

Centreville.—A gentleman from Centreville stated yesterday that, on account of the dry spell, only about one-third of the grain had "come up," which was indicative of only a one-third crop the coming season.

Throwing Rocks.—Last night an intoxicated soldier engaged in the pastime of throwing rocks through the window of a house on Commercial Street, for which he was arrested by the police and subsequently turned over to the military.

Claiming the Horses.—Twenty-seven of the horses brought from the north by deputy sheriff Florida have been recovered by the owners. Only seven unclaimed ones remain.