THE DAILY BEE

E. ROSEWATER: EDITOR

THANKSGIVING DAY.

A PROCLAMATION.

By the president of the United States of America:

It is a period in their history since the United States became a nation has this people had abundant and so universal reasons for joy and gratitude for the favor of Almighty God, or been subject to so profound an obligation to give thanks to His loving kindness and humbly to implore His continued care and protection. Health, wealth and prosperity throughout all our borders; peace, honor and friendship with all the world; firm and faithful adherence by the great body of our population to the principles of liberty and justice which have made our greatness as a nation, and to the wise institutions and strong frame of government and society, which will perpetuate it. For all those let the thanks of a happy, united people with one voice ascend in devout homage to the giver of all good. I furthermore recommend that on Thursday, the 25th of November next, the people meet at their respective places of worship to make the acknowledgment of His bounties and His protection, and to offer to Him prayer for their continuance. In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed. Done at the city of Washington, this thirty first day of October, in the year of our Lord one thousand eight hundred and eighty, and of the independence of the United States the one hundred and fifth.

[Seal.] R. B. HAYES.

By the President:
WM. M. EVARTS, Secretary of State.

JAY GOULD is having new surveys made for a road from Ogden to Portland, Oregon. Gould is monarch of all his surveys.

THE union of the two territories of Dakota and Montana by the iron tie of the Northern Pacific has taken place, and the road is now completed for a distance of 145 miles west of Bismarck, on the Missouri, and by the first of January it will be finished to the Yellowstone. By the spring of 1882 the road will be in running order from ocean to ocean.

"WHAT Judge Briggs contends for."—[Herald, Nov. 8-11.

I "contend" that the editor of the *Herald* was "born in the mighty brain of Jay Gould," or in the brain of some other mighty fellow, that said editor's mission on earth is to dance around "mighty" fellows and obsequiously do their bidding; and that the *Herald's* assertion that I ever said a state had the right to secede, is a "mighty" big falsehood. CLINTON BRIGGS.

THE death of Mr. John Duff, which took place a few days ago in Boston, is announced by the eastern papers. Mr. Duff will be remembered in Omaha as one of the earliest presidents of the Union Pacific railroad, in which capacity our citizens had some dealings with him in connection with the issues of certain bonds for railroad purposes. Mr. Duff was a man of fine personal presence, and since his retirement from official life has had no ambition beyond the enjoyment of his private fortune.

THE debt of Illinois will be extinguished by January 1st, if the outstanding $181,000 in bonds be presented for payment. At the commencement of 1867 the state debt was over $14,000,000. A wise provision in the constitution devoted the revenues from railroad taxation and surplus earnings to the extinguishment of the state debt. The result has proved the wisdom of the law-makers of Illinois.

WITH Ed. Carns presiding over the deliberations of the state senate, and Church Howe in control of the lower house, the grief of the lower Farnham street concern may be better imagined than described.—[Herald.

THE BEE has no personal grief in this matter. It considers it shameless impudence in an editor who pretends to publish a paper representing the interests of the people, to gloat over the possible misfortune to the state of having such a pair of railroad monopoly tools and political hucksters presiding over its legislative deliberations.

THE break in the solid south seems likely to come not from any new political party affiliations, but rather from a disinclination of the business interests of the south to place themselves under the control of the bourbon leaders. Edward Atkinson, the distinguished Massachusetts statistician, who has been down south looking to the interests of the New England manufacturers, in view of the progress which the south is now making in manufacturing industry, writes to his section that there is growing up in the south a middle class, composed of small farmers, both white and black, laborers, tradesmen and others; these, with the leaders in manufactures, business and railway enterprises, are becoming dissatisfied with the taxes imposed upon them by the bourbon political managers. It is this class, he says, which will eventually break up the solid south.

THE result in New Jersey did not reach the anticipations of the republican managers, and the potent cause for the loss of the state is found in a corrupt bargain between the present democratic state house ring and the Pennsylvania railroad company. A Trenton correspondent of the New York *Times* tells the story as follows:

"A few days ago a prominent officer of the Pennsylvania company was running along the main line and all its numerous branches on a special locomotive, stopping at all the shops, coal yards and docks, and other points where the road has many employes, and immediately afterwards telegrams were received by members of the republican state committee declaring that this man everywhere informed the employes significantly that the interests of the Pennsylvania road required the election of Mr. Ladlow. In this way probably 1,000 or perhaps 2,000 men, either democrats or without positive predilections, who would have preferred to vote for Mr. Potts, were persuaded to cast their ballots for his opponent, and doubtless enough of them voted the straight democratic ticket, in pursuance of this hint, to have changed the result in the state on president. At Perth Amboy, East Amboy, Elizabeth, Freehold, Monmouth Junction, in this city, and along the Belvidere and Delaware railroad, and other places this single locomotive was observed stopping here, there and everywhere. The result was to be seen in the returns from Union, Middlesex, Monmouth, Hunterdon and Warren coun-

A STANDING MENACE.

Special dispatches to THE BEE announce preliminaries looking to the consolidation of the Union and Central Pacific railroads. A few weeks will probably see the ratification of the agreement entered into by the managers at their conference in New York, and the result will be an amalgamation of the great trans-continental roads, with all their branches, into the most powerful and crushing monopoly on the globe.

From the inception of these Pacific roads with Credit Mobilier to corrupt the national congress into voting princely subsidies of lands and bonds, to this day, when this Colossus bestrides the whole continent and levies extortionate tithings upon American commerce, the country has been menaced with the creation of a power greater than the American government itself. Nowhere is the policy of this gigantic monopoly felt more than in the states and territories between Omaha and San Francisco. What makes the hard times in California today? Who has absorbed the profits from her rich mines, fertile grain, vineyards and orchards? Why is it that thousands of emigrants who have gone to the Pacific coast in quest of homes and employment are returning every day? The answer lies in the recent exhibit made by the assessors of California. According to that showing Leland Stanford, who was a poor man comparatively before the Pacific railroad was built, is rated at $19,000,000. Charles Crocker, whose career as a California capitalist began with the building of the Central Pacific, is rated over $19,000,000. The estate of Mark Hopkins, who was one of the syndicates in the the Central Pacific, is rated at over $15,000,000.

What of Jay Gould, Dillon and other speculators, whose immense wealth has all been wrung out of the earnings of the people? These vast sums extorted from the people have all been absorbed under dishonest interpretation of charters, while the government has mortgages upon these roads amounting to over $100,000,000. By the original charter to the Pacific railroads, the government was the first mortgage holder, but the scoundrels who manipulated the Credit Mobilier secured the passage of a law making the government the second mortgage holder, and giving the first lien on the roads to the inside ring that owns the construction bonds. With the millions amassed by these Pacific railroad highwaymen, legislatures are bought up, congressmen fed as attorneys, judges and juries suborned and all the branches of our government are made subservient to the interests and greed of railway kinds, who rule the land with as much imperious sway as if they were monarchs of all they survey. The Union and Central Pacific roads made their junction on the tenth of May, 1869. In the short space of eleven years a revolution has been wrought in this country in our whole railway system. Consolidations and poolings have taken place everywhere. Short and competing lines have been absorbed, the pooling system has destroyed competition and all the avenues of trade and commerce have been monopolized by a few men. Only a few months ago the Union Pacific and Kansas Pacific were consolidated, and by this stroke millions were put into the pockets of Jay Gould, while other millions were taken out of the pockets of the people of Kansas, Colorado and Wyoming. And now the consolidation of the entire system of Jay Gould with the gigantic system of the Central Pacific, which monopolizes the entire carrying trade of the Pacific slope, caps the climax of consolidations, and cannot fail to arouse the whole country to its danger from monopoly domination. The corruption funds of the two roads, and all their means for enriching themselves at the expense of the people, will now be united. The absolute power of the Pacific corporation kings will be exercised with more tyranny and reckless disregard of the rights of the people. The American republic will soon come face to face with the momentous issue, whether this country is to be ruled by the people, for the people, or whether its vitality is to be sapped and its resources absorbed by a set of vampires who have no conscience and shrink from no measure, however corrupt and oppressive, to perpetuate and increase their power. When the railroad kings pool and consolidate, the people will have to pool all minor differences, disregard all political antagonisms and unite upon one platform that will put a limit to the power of corporate monopolies and place them under subjection as public servants rather than as imperial masters.

What Mrs. Hancock Says.

New York Telegram, 6th.

A lady who came over to the city in the boat from Governor's Island remarked that she had just visited Mrs. Hancock, and she "never saw a happier woman in her life." "I hope you will pardon me for asking the question, madame," said the reporter. "Why should she feel happy when her husband has been defeated in a contest for the highest office in the United States?" "She thinks he has escaped a vast amount of trouble and responsibility," was the reply. "She is a lady who loves a quiet, home-like life more than the distinction she would have as the mistress of the White House. She knows that as long as the country is at peace her husband's position as general in the army is much more pleasant than that of president. She prefers her tranquil home on Governor's Island to the turmoil of Washington life. In this matter she is a sensible woman, and I know that I am repeating her sentiments, for I had a long talk with her this morning."

Justice Clifford, it is stated, will never again take up his public duties. He is able to ride, but takes comparatively little interest in what goes on about him, and shows little mental activity. His family wished to take him to his Portland home for the winter, but he emphatically refused to leave Washington. As it is thought he will not resign, his seat on the bench

BLACK HILLS NUGGETS

Rapid will organize a bass band.

Rapid averages a wedding a week.

Lead's new hose house is completed.

Rapid City cast 331 votes during the late election.

The second dividend of the Golden Terra aggregated $25,000.

The physicians of the Hills have organized a medical society.

The Washington mine at Galena has been stocked for $600,000.

South Deadwood's hose ball was a great social and financial success.

The receipts of the Deadwood telegraph office are over $30,000 a year.

Hay in Deadwood is selling at $18 per ton the lowest price in the history of the Hills.

Lancaster's mill at Central, which has been idle for two years, will soon start up again.

The clean up at the Old Bill mine in Custer county last week, averaged over $26 per ton.

A firm of placer miners in Blacktail gulch have obtained a patent on 6000 feet of placer claims.

Single banking houses in the metropolis of the Hills often send remittances of $100,000 a day.

The new hall for the lodge of Knights of Pythias, soon to be established at Lead, is nearly completed.

Rockerville is looking up. The new flume is nearly completed and the prospects are very good.

Deadwood's judges of elections sat thirty-six hours in receiving and counting the vote at the late election.

Ranching is on the increase in the hills, and is said to be about the most profitable business in the country.

A number of farmers will winter in Spearfish in order to take advantage of its superior educational facilities.

One thousand sheep were driven last week through Rapid City for the upper camps, where they will winter.

Deadwood's new water pipes are being rapidly laid and the work will be completed by the end of the month;

Work on the grading for the sixty-stamp mill at Blacktail gulch, Central, is being pushed by a large body of men.

Rapid is without a pastor, and The Journal says a good competent minister would be well supported by the community.

A mine owner in Deadwood staked his interest, worth $1,500, against his partner's on the election of Hancock and lost.

Reports from the Southern Hills indicate that work is very generally being resumed with the best prospects of rich results.

Lawrence county bonds are worth one hundred cents on the dollar, and have been sold for one hundred and two and a half.

The Fort Meade tunnel company has put in sluice boxes and expects soon to be taking out the yellow in paying quantities.

The new stage line between Pierre and Deadwood is opened. At Pierre it connects with the Chicago & Northwestern railroad.

A mountain sheep was brought into Deadwood last week, whose horns measured nineteen inches in circumference at their base.

A preliminary organization of the Black Hills stock association, was effected by a meeting of the stockmen in Rapid City last week.

Junction City, the youngest metropolis of the southern Hills, now contains over one hundred inhabitants and houses going up every day.

A plan is on foot among the Catholic churches of the Hills to start an academy, using the building now occupied as a hospital at Cleveland.

St. John's Episcopal church at Deadwood is now in course of erection. It will be built of brick and of an imposing style of architecture.

The Flora Belle mine in Hidden Treasure gulch is showing up some handsome developments, and a ledge of good paying ore has been struck.

The Bald Mountain district is rapidly improving. A number of mines have been bonded, the principal of which is the California, for $15,000

A train of half a dozen wagons were loaded at Galena, October 27th, with ore from the Sitting Bull mine, to be transported to the smelting works at Omaha.

Oats in the different valleys in the Hills sell at from two dollars and a quarter to two dollars and forty cents per hundred weight, and the crop is very large.

New and reliable discoveries have been made all about Custer City, and several ten and twenty stamp mills have been moved and put to work in that section.

Rochford Miner: For four consecutive years, or since the settlement of the Black Hills, the first storm preceding winter occurred on the 15th of October.

Forty tons of ore from the Atlantic mine in Custer county have been crushed and show an average of $11.50 a ton. This disposes of the report that the mine was salted.

The Clermont mine at Galena has a body of ore which seems to be inexhaustible, and is so soft that it readily dissolves in water. The value is considered of the highest.

The Portland silver mine has shut down to put in roasters and dry crushers, as it was found that much of the metal was lost by the present system of wet crushing.

The Cross 40-stamp mill will be ready to drop stamps in about fifteen days at the furtherest. The Cross mine is regarded as one of the best locations in the southern Hills.

On election day in Deadwood more freight was delivered than on any one previous day, over 1,000,000 pounds being handed over to merchants and miners. The streets were blocksded for hours.

A rumor prevails in Deadwood that the Sidney stage company will transfer a portion of its stock to the Pierre route, and compete with the Northwestern company for a part of the travel.

The Bismarck stage company will run only tri-weekly stages from Deadwood to Bismarck in the future. The extra stock, made so by this change, has been withdrawn and transferred to the Pierre route.

The Sitting Bull, Merrit, Mammoth Buckeye, El Refugio, and Florence mines in Galena have been recently developed with promising results. These are all silver bearing lodes.

The Whitewood and Centennial toll road was opened last week. By this improvement the distance to Centennial is only four miles from lower Deadwood, and the distance to Crook City is shortened three miles.

During a political excitement at Sturgis, October 25th, a young man by the name of Merrit, a clerk of Major Harmon, shot and killed George Hebber. It is claimed it was done in self defense.

A meeting of the Congregational association was held at Central, October 25th, and the churches of Deadwood, Lead, Central, Rapid, Custer Spearfish and Galena were made a part of the association.

a bridle made of hair by a man in the Utah penitentiary. It was sent to a friend in that city to be raffled off, the proceeds to go to the manufacturer to purchase luxuries that the territory does not furnish.

About one hundred men will remain in Bear Gulch during the winter, and a number will mark in quartz. Extensive prospecting will be done this winter for quartz leads, and as the placers have turned out more coarse gold than any in the Hills, it is argued that a monster ledge will yet be found.

The Black Hills Times says that there has never been a brighter prospect for mining than there is at present in the Hills. The evils of capitalizing gopher holes have been met and will be avoided to a great extent in the future. Out of scores of companies thus far organized a majority are in a healthy condition, and the few shaky ones that exist are working by a wise economy to secure solidity and safety.

The Northwestern telegraph company which owns the lines from Missouri Valley Junction, Sioux City and Yankton co Fort Pierre are negotiating with the government for the use of the military line which runs from Deadwood and Rapid City to Duck creek, thirty miles from Pictre. If negotiations result successfully the Northwestern propose to build over the gap and operate the line from Sioux City to the Hills, furnishing full press and stock reports to the Deadwood papers.

The total output of the Homestake campany from May, 1878, to September, 1880, was 278,282 tons of ore at a total direct cost per ton of $3 44-91, distributed as follows: Mining $1.31-60 per ton; dead work, including shaftsink and tramway, $0 36 5; mining in the 80-stamp mill. 153,372 tons, average cost, $1 30-18 per ton, of which 27-88 cents was for water for the battery and boilers; in the 120-stamp mill, average of 121,810, $177-70 per ton, of which 24-27 cents was for water; ore crushing, $0.03-72 per ton; sundries, blacksmith, foundry, saw mill, roads, etc., $0.67 29 per ton; total, $3 44-91 per ton. Plant, mill construction, tramway, property purchase, hoisting works, etc., $1.63 58 per ton. Dividends, $600,000, or $2.15-61 per ton. Average net yield of ore, $6 78 91 per ton

Breaking the Sectional Line.

Galveston (Tex.) News, Nov. 6.

The decisiveness of the victory gained by the republican party on Tuesday last is seen in the ready acquiescence of the party suffering defeat. Had the result been close or doubtful, the country would have continued in a feverish state of excitement for some time to come. It is pretty evident that the country at large had no desire to again witness such a crisis as attended the decision of the contest between Hayes and Tilden. It was better that the case, one way or the other, should be decided by an unmistakable verdict.

In the conclusion that has been reached both parties apparently feel relief. The contest is over; the victors have gained even more than they calculated upon; the vanquished are disposed to forget that there has been a contest at all. The republican victory was overwhelming, and, instead of chagrin and sullenness, has awakened in the defeated a spirit of loyal acquiescence in the inevitable. It will be well for the years to come if the spirit now evinced be permitted to continue. There is danger to the future of the Republic in allowing sore, by either irritation or neglect, to become chronic and infectious. The growth of a secret sore is sure and certain. Wrath nursed in silence sooner or later will come to the surface. If the lesson of the presidential contest just brought to a close teaches anything, it teaches that the south, as a section, and with all possible exterior reinforcements, is in a hopeless minority. It teaches that sectional alignment in national politics is vicious in principle and mischievous in practice. If by this standard the south is hereafter to be gauged, then the south and the north are really and truly mutual enemies for all time to come. There can be no fraternity where the stamp of subjection is placed upon the weaker party. Under this treatment the theory of government is changed from what is meant by the conceded right of a majority of all to rule. Sectional domination is not majority rule. It is a rule defined by a territorial line. It means for those living on one side of the line to govern, and for those on the other side the necessity of obeying. Representation in one case means representation to control; representation in the other means only the voice of a powerless minority to protest against severity and beg for easy terms. A continuation of sectional dictation and sectional oppression must sooner or later end in strife. The cannot reasonably expect to overcome the odds against her by any ordinary increase of population. Unless the statesmen and leaders of all parties, therefore, see proper to find issues growing out of the administration of public affairs, away from and beyond the dangerous subject of sectional solidarity, future contests for ascendancy in the national government must be fraught with the gravest peril to the peace of the country. If the present period is deemed by the north a period of probation for the people of the south; it may come to be inquired after a while how long the period is to last. A generation is now entering public life, both north and south, other than that which was engaged upon the battlefield. To this new generation the past, with its troubles and mistakes, is a matter of history and tradition. The American people have reason to believe in their common equality, common nationality and common destiny. The generation coming to the front may not inquire so closely into accomplished results as the generation which is passing to the rear. Those to follow may not exactly understand that the mistakes of their predecessors entailed an inheritance of distrust. The part of wisdom plainly points to breaking the sectional line. The hope of the American union lies in the most perfect fraternization. There can be no safety within the union for the ruled and the rulers in a condition of sectional antipathy and sectional domination.

Russia's Future Ruler.

London Telegraph.

What may be in store for Turkey, Germany or Austria—indeed, for Great Britain itself—from the moment the helm of the Russian state ship shall be confided to the vigorous grasp of Alexander Alexandrovich, no man can say. The Czarowitz is a prince cast in a very different mold from that which shaped his weak, amiable, easily-influenced sire. He is known to entertain fixed opinions, resolves and projects, and to adhere to them with all the tenacity of a singularly determined and self-relying nature. Of his fervent faith in the Panslavistic dogma, no doubt has been entertained, since he came to manhood, by those who know him best; and his antipathy to all German men and things is no less notorious than his sympathy with the attractive qualities of the French nation. He is believed by his countrymen to be, before all else, a true and uncompromising Russian patriot; to hold in horror the system of peculation, has honeycombed the empire during the last two reigns, and brought it to the brink of ruin; to have set his face, in particular, against abuses of their high station practiced heretofore with impunity by certain of his own near relatives, and to have vowed himself to the mission, as far as the internal affairs of his native land are concerned, of extirpating, root and branch, the countless abominations that have been tolerated by his father, with what results the nihilistic movement has only too terribly demonstrated. The Russian crown prince, under whatever title he may assume the active government of his imperial heritage, coregent or other, is generally expected to come forward as a radical reformer at home, and as a vigorous promoter of the Panslavistic programme abroad. Should he realize the anticipations at present entertained on his account, it is more than probable that Russia's neighbors in Europe and in Asia will, in the course of a few years to come, find ample reason to regret the romantic union that is about to lead to Alexander Nicolaievich's renunciation of imperial sway in favor of Alexander Alexandrovich.

MICHIGAN PERSONAL ITEM.

Among the many who have experienced the remarkable benefits of the Great German Blood Purifier, Hamburg Drops, Mr. Mathias Bausch, Cold Water, Mich., refers to the case of an acquaintance who, after suffering for a year with Indigestion which physicians and remedies failed to relieve, was made well and hearty by the use of the Hamburg Drops.

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