AT MULLAN TUNNEL.

The Spot Where the Northern Pacific is Piercing the Rocky Mountains.

Helena (Mt.) Herald, December 23.

A Herald representative yesterday accepted an invitation to visit Mullan pass and inspect the work of piercing the Continental Backbone now in active progress at that point. A reserved seat in his comfortable road wagon was placed at the reporter's disposal by Division Engineer Dodge, and in the company of that gentlemen and Contractor James Muir the start from Helena was made at 9 o'clock a. m. The morning was bright and bracing, and the genial rays of an unclouded sun shed their grateful warmth athwart the party's autumn-clothing backs. A brisk drive of two hours and ten minutes over a smoothly beaten road by way of Seven-Mile and Greenhorn landed the party a little after 11 o'clock at Mullan, the railroad hamlet of a dozen houses, reared within the past few weeks a short distance from and a hundred feet below the eastern entrance of the tunnel bore. The building plant includes substantial and roomy log houses for for boarding and lodging purposes intended to accommodate 100 men, a large office and storage structure, engine house, machine and blacksmith shops, powder house, etc. From the engine house, where busy workmen are rapidly getting the boilers, air compressors and general machinery in place, a climb of eighty feet reaches the tunnel site. Here as many men as can now be employed to dvantage are driving hand drills and running cars and barrows from the broad cut to the brow of the eighty-foot fill, over which tumbles the broken rock blasted from the mountain side. The arched tunnelway, sixteen feet in breadth, describes a graceful dome curviture, beneath which the working force are already securely sheltered from possible visitations of storm and cold.

Just how the discovery of a site so favorable in all respects for overcoming the mightier obstacles of the Main Range came about is clothed in some mystery. The particular point chosen from which to commence the piercing of the mountains is reached by rugged approaches which only the cleverest engineering skill, apparently, could hope to surmount. Over the rugged foothills and rocky spurs the surveyors found their way, resting finally at the base of a depression which instrumental investigation showed to be the lowest in the Rocky mountain chain. Beneath this depression, but a short distance south of the point where Capt. Mullan cut his road and nearly three hundred feet below the summit at its lowest and narrowest elevation, the tunnel stakes were driven. The spot itself and near locality are hidden by dense evergreen timber growth. Within less than a quarter mile of the site the bright waters of Greenhorn, rippling over their pebbly bed past us, are left to the right and we turn abruptly into a narrow tributary gulch, down which comes a lively little rivulet, stream and road are lost a little ways on in the thickly studded pine and fire trees interlocking their branches on either side and extending up to the solid base and over the pinnacled heads of the range.

From the tunnel mouth a landscape ponarama is spread out unequalled for grandeur and stretch of vision in the Rocky Mountain system. The mightiest and the most magnificent of Nature's handiwork is seen from this lofty eyrie. Within the sweep of vision are the Main Rocky Chain, the craggy spires of its many spurs, the foot-hills reaching down to the valley of the Prickly Pear, the Belt range fifty miles to the east, the Spokane Gap, through which the track will come from the Missouri to Helena, and much of the towering mountain lifts south, timbered in green to their tops. To the tourist shortly will be spread this matchless scenic picture, about which a deal of fine frenzy is sure to be expended in admiration and description in the years to come.

It is a toilsome tramp of the ascending part of the mile and a half to cross the summit to the west side camp of the tunnel plant. Here a force of men are cutting logs and erecting buildings in kind, number, size, etc., much like those in use on the east side. The western outlet of the tunnel is marked by a cutting which will be advanced by hand labor until the machine equipment is delivered. At an intermediate point on the tunnel line, 700 hundred feet from the west end, a shaft is being sunk 130 feet, from the bottom of which work will be prosecuted in both directions. In a comparatively short time three separate forces of men, numbering some 200 in all, will be exclusively engaged on tunnel work.

The visiting people at Mullan, encouraged by the delightful weather, have increased in number recently, and Mr. Morrison, who does the catering there and supplies entertainment to all-comers, has been obliged to extend and enlarge his house. Everybody who goes up to the mountain is sure to be an hungered creature, and Mr. M. bountifully attends to his wants. We easily picture scores of citizens thronging out to Mullan the coming spring and summer It is a delightfully wild and romantic place. It is bound to become the resort of all others hereabouts for excursion, picnic parties, etc. The drive is over one of the best roads in the country, and the round trip is easily made inside of five hours.

On the return to town, Engineer Dodge pointed out the configuration of the mountain approaches over which the railroad line has been run. Surveyor Chesbrough and party were discovered "in the field" above Downhouer's, running a "double horseshoe," which Col. Dodge conceives can be substituted to advantage for the trestle bridge originally projected to span Skelley's gulch, as also the 1100 foot tunnel further down on Seven Mile. A few days will tell the story.

The Hennepin Canal Project.

Chicago Herald.

The Hennepin canal central committee has prepared a memorial to congress presenting the reasons why the proposed waterway between the Mississippi river and the Illinois and Michigan canal should be constructed at the earliest day possible. The document is too long for insertion entire in our columns, but we condense the material portion of the data

The proposed canal would connect the Mississippi river at a point near the island of Rock Island with the Illinois and Michigan canal at Hennepin, on the Illinois river, thus furnishing water communication from the Mississippi to the chain of lakes at Chicago. According to surveys made in 1870, by order of the war department, the entire cost of the proposed work, including navigable feeder of thirty-eight miles and canal sixty-five miles, was $3,899,723, and the committee estimates that the cost of labor and material would be probably less by 25 per cent. now than then. The northwestern states produced in 1879 1,200,000,000 bushels, or 70,000,000 tons of grain, beside one-half of the live-stock product of the United States. It was estimated by a senate committee in 1873 that the saving on water transportation over railroad transportation was one-half a cent per ton per mile. The distance from the Mississippi at Rock Island to Chicago is 180 miles. This would give 90 cents per ton as the saving. Admitting only this saving on one-half of the crop of grain of the Northwest for the year named, and a saving would be effected of $31,500,000 on one year's crop, or more than eight times enough to construct the proposed canal. This estimate is only on one item of freight one way.

From Chicago to New York there is a competing water-way the whole distance. The water route is 1,500 miles long, while the railroad routes are only 1,000. The charges over this distance are usually only a little, if any, more in the aggregate than is charged for 180 miles west from Chicago to points where there are no competing water-ways. Thus, as the distance by the shortest route is more than five times greater, consequently the charges per mile are five times as great where there is no water competition. The committee, in concluding the presentation of their case, say:

We fully recognize the value of railroads, and we do not desire to drive them out of the carrying trade, if we could. The fact that 60 per cent of the shipments between Chicago and New York are made by railroad, even at the low competing rates of that route, show conclusively that it would be impossible to do so if we should wish it.

While your memorialists recognize the importance of the Mississippi route of transportation, and its improvement to the extent required for commercial purposes, in the interest of cheap transportation, they must still suggest the patent fact, that the bulk of the trade of the Northwest must, for many years to come, at least, find its chief outlet east. This, not only for the reason that the principal foreign import trade is established at eastern ports, but that the goods distributed through the northwest are mostly of eastern manufacture, hence freightage for both home and foreign transit can be found both ways, making low rates and a certain market possible at all times.

This appeal, of which the foregoing is only an outline, coming from representative business men from all the states and territories of the northwest, is entitled to careful consideration by congress, and we believe such consideration will be given it.

THE FRENCH WAY.

How Guiteau Would be Tried in Paris.

Cincinnati Commercial.

The French way of conducting the trial of the murderer Guiteau may be stated with brevity:

The murderer being presented in court, the judge would have addressed him:

Judge—Ha, miscreant! You murdered our good president. He had done no wrong. His wife and children mourn; his country has lost him. Your past life has been traced. You are a scoundrel. What can you have to say?

Prisoner—I was impelled by the Deity to remove the president. It was not a personal matter. Some of our politicians were abusing the president, and for the sake of peace the Deity put it into my head to remove him. The Deity did it, not I, as I was but the instrument.

Judge—Miserable! Then you plead insanity. Take the wretch to prison; summon a commission of experts in diseases of the mind to make a personal examination of the culprit and report to-morrow whether he is responsible for his acts.

The commission would have been found and the report made without more than one day's delay.

The report would have been that the miserable knew enough to know that murder was a crime; that his pretense of irresponsibility was the last resource of a desperate wretch.

That would have been the proper end of the trial. Lawyers' speeches by the day to befog the case would not have been permitted.

The mouth of the murderer, if he had attempted to gabble insults, would have been stopped by the judge. The idea of feasting the scoundrel in jail, and running after him for autographs, and flattering him by taking a cast of his horrid head, could not have been entertained for a moment.

Freedom for his blackguard tongue to have full swing day after day, loaded with foulness toward honest witnesses and decent people in general, would have been an insufferable impropriety.

The judge would have called up the murderer on the third occasion of his appearance in the court, and without wasting words—without any foolishness of display or rhetoric or sentiment—sentenced him to death.

No time would have been fixed for the execution. A few days, perhaps, would have passed, during which the condemned could have been visited by a scientific paper or two, to make sure that the wretch was not an irresponsible maniac, and for the formality of an application to be made for the mitigation of the sentence.

The reply to such an application would have been a simple refusal, and the day after, or, at farthest, the third day, a huge black van would have appeared about 2 o'clock in the morning in front of the prison, and in an hour the guillotine would have been in order—and then the executioner would have knocked on the cell door of the murderer, with the information that his time had come and he must make his toilet of death. That means a close shave and haircutting, and a low-necked shirt. While the preparations were being made the murderer might have been allowed a cup of coffee, with perhaps a few drops of brandy in it.

Half an hour suffices for the ceremony of preparation. The services of a venerable priest may be had. The iron gates roll open without noise, and the ghastly assassin is thrust forward and under the knife, as coolly and rapidly as a hog is handled in the killing season at one of our pork houses, and in the twinkling of an eye the heavy triangle of steel glides down the ladder-like frame, hisses through the neck, and strikes a rubber cushion with a low thud.

There is nothing in this process to cultivate the vanity of miscreants to become murderers—no autographs, photographs, phonography, and no models of heads by bogus artists, or big dinners, or double breakfasts, or correspondence with female fools.

As the trial of Guiteau is conducted it is the darkest disgrace that has fallen upon the American people since the sale of black or yellow babies at auction ceased, and it will be found to have had a far-reaching demoralizing influence; one that it will require all there is of virtue and energy in the character of our people to counteract and overcome.

A Lady's Wish.

"Oh, how I do wish my skin was as clear and soft as yours," said a lady to her friend. "You can easily make it so," answered the friend "How?" inquired the first lady. By using Hop Bitters, that makes pure, rich blood and blooming health It did it for me, as you observe." Read of it. —Cairo Bulletin. D 15-Jan1

The Different Methods.

S. F. Chronicle.

It is commonly supposed that, under our institutions, the official is the servant of the people. This opinion proceeds upon the theory that it is the people who confer the offices, and that therefore the officials are amenable to them. Any one who has much familiarity with men in the public pay knows that public opinion is in error. Our officials, as a rule, are absolutely impervious to criticism. So long as the charges against them are not of a nature to bring them before a grand jury they are as mum as oysters, evidently considering the community an impertinent beast which has no business to interfere with their official acts, and whose only place in our governmental system is to pay the taxes which provides the fund for their salaries and for carrying on their doubtful public expenditures.

This is not as it should be, and is not as it is in an older and far better regulated system of civil service than that of the United States. In Great Britain, when a respectful protest is made, either in a newspaper or by a body of citizens, it meets with courteous attention. From the London Chronicle of a recent date we extract the following item, which forcibly illustrates the respect in which public opinion is held in England by high officials:

The secretary of the admiralty presents his compliments to the editor of the Daily Chronicle and begs to inform him that information has been received at the admiralty that the Inflexible, having been docked at Malta, was yesterday taken on the measured mile there, realizing a mean speed of 13 8 knots, with a mean indicated horse power of 7871, her greatest speed having been 14.25 knots, with horse-power of 8098.—Admiralty, December 1, 1861.

The Chronicle had been commenting rather harshly upon the capabilities of the Inflexible, upon information which the editors believed to be trustwor hy. As soon as possible the English admiralty took the necessary steps to convince the paper that its strictures were not just, and by so doing promptly arrested an injurious opinion which was rapidly gaining ground.

In the United States things are done differently. The alleged servants of the people go on with a sublime indifference to all criticism.

Geo. Meredith, Jersey City, writes: "The SPRING BLOSSOM you sent me had the happiest effect on my daughter; her headache and depression of spirits has vanished. She is again able to go to school, and is as lively as a cricket. I shall certainly recommend it to all my friends. Price 50 cents, trial bottles 10 cents. 25-1w

A Mistake Was Made.

San Francisco Chronicle.

A young lady gave "her young man" a beautiful worked pair of slippers and he acknowledged the present by sending her his picture, encased in a handsome frame. He wrote a note to send with it, and at the same replied to an oft-repeated dun for an unpaid for suit of clothes. He gave a boy ten cents to deliver the package and notes, giving explicit directions as to the destination of each.

It was a boy with a freckled face, and he discharged his errand in a manner that should give him a niche in the temple of fame.

The young lady received a note in her adored one's handwriting and flew to her room to devour its contents. She opened the missive with eager fingers and read:

"I'm getting tired of your everlasting attentions. The suit is about worn out already. It never amounted much, any way. Please go to thunder!"

And the tailor was struck utterly dumb when he opened a parcel and discovered the picture of his delinquent customer, with a note that said: "When you gaze upon the features, think how much I owe you."

When the unfortunate young man called around that evening to receive the happy acknowledgment of his sweetheart, he was very ostentatiously shoved off the steps by the young lady's father.

FARMERS AND MECHANICS.

If you wish to avoid great danger and trouble, besides a no small bill of expense, at this season of the year, you should take prompt steps to keep disease from your household. The system should be cleansed, blood purified, stomach and bowels regulated, and prevent and cure diseases arising from spring malaria. We know of nothing that will so perfectly and surely do this as Electric Bitters, and at the trifling cost of fifty cent a bottle.—[Exchange.

Sold by Ish & McMahon. (1)

Gentle Women

Who want glossy, luxuriant and wavy tresses of abundant, beautiful Hair must use LYON'S KATHAIRON. This elegant, cheap article always makes the Hair grow freely and fast, keeps it from falling out, arrests and cures grayness, removes dandruff and itching, makes the Hair strong, giving it a curling tendency and keeping it in any desired position. Beautiful, healthy Hair is the sure result of using Kathairon.

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KANSAS CITY, St. Joe & Council Bluffs RAILROAD IS THE ONLY Direct Line to ST. LOUIS AND THE EAST From Omaha and the West.

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See that your ticket reads VIA KANSAS CITY, ST. JOSEPH & COUNCIL BLUFFS Railroad, via St. Joseph and St. Louis.

Tickets for sale at all coupon stations in the West.

J. F. BARNARD, Gen. Supt., St. Joseph, Mo
A. C. DAWES, Gen. Pass. and Ticket Agt., St. Joseph, Mo.
ANDY BORDEN, Ticket Agent, 1020 Farnham street.
A. B. BARNARD General Agent, OMAHA, NE

LA MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL

"Great Rock Island Route!"

West for being the most direct, quickest, an safest line connecting the great Metropolis, CHICAGO, and the EASTERN, NORTH-EASTERN, CUTE and SOUTH-EASTERN LINES, which terminates here, with KANSAS CITY, LEAVENWORTH, ATCHISON, COUNCIL BLUFFS and OMAHA, the COMMERCIAL CENTERS from which radiate

EVERY LINE OF ROAD that penetrates the Continent from the Missouri River to the Pacific Slope. The CHICAGO ROCK ISLAND & PACIFIC RAILWAY

Is the only line from Chicago owning track into Kansas, or which, by its own road, reaches the points above named. No TRANSFERS BY CARRIAGE! No MISSING CONNECTIONS! No huddling in ill-ventilated or unclean cars, as every passenger is carried in roomy, clean and ventilated coaches upon Fast Express Trains.

DAY CARS of unrivaled magnificence, PULLMAN PALACE SLEEPING CARS, and our own world-famous DINING CARS, upon which meals are served of unsurpassed excellence, at the low rate of SEVENTY-FIVE CENTS EACH, with ample time for healthful enjoyment.

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We ticket (do not forget this) directly to every place of importance in Kansas, Nebraska, Black Hills, Wyoming, Utah, Idaho, Nevada, California, Oregon, Washington Territory, Colorado, Arizona and New Mexico.

As liberal arrangements regarding baggage as any other line, and rates of fare always as low as competitors, who furnish but a fifth of the comfort.

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Through tickets via this celebrated line for sale at all offices in the United States and Canada.

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Matter of Application of Herman Meyer for Liquor License.

NOTICE.

Notice is hereby given that Herman Meyer did upon the 13th day of December, A. D., 1881, file his application to the Mayor and City Council of Omaha, for license to sell Malt, Spirituous and Vinous Liquors, at 207 South 13th Street, Third Ward, Omaha Neb., from the 1st day of January, 1882, to the 10th day of April, 1882.

If there be no objection, remonstrance or protest filed within two weeks from December 13th, A. D., 1881, the said license will be granted.

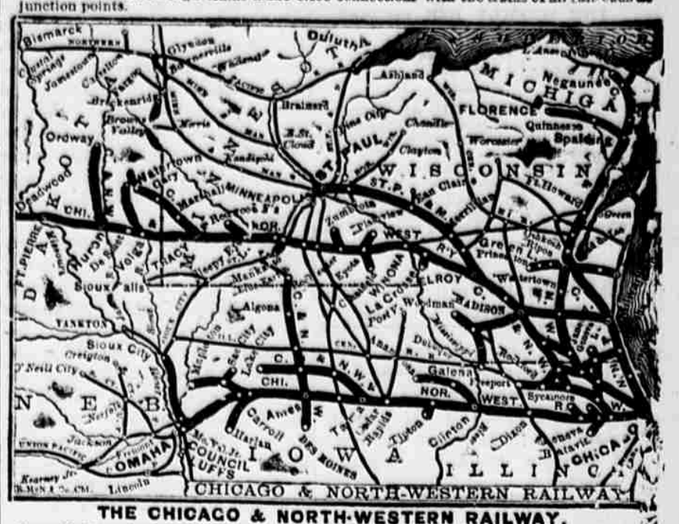
HERMAN MEYER, Applicant.

THE DAILY BEE newspaper will publish the above notice for two weeks at the expense of the applicant. The City of Omaha is not to be charged therewith. J. J. L. C. JEWETT, City Clerk.

Dec14-12t.

THIS NEW AND CORRECT MAP Proves beyond any reasonable question that the CHICAGO & NORTH-WESTERN R'Y Is by all odds the best road for you to take when traveling in either direction between Chicago and all of the Principal Points in the West, North and Northwest.

Carefully examine this Map. The Principal Cities of the West and Northwest are stations on this road. Its through trains make close connections with the trains of all railroads at junction points.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