

ARTHUR, CONKLING, BLAINE.

Prediction That Arthur Will be Renominated for the Presidency.

And That Blaine Will Run as an Independent Republican.

"Gath" Dispatch to Cincinnati Enquirer.

New York, December 27. Talking to an Arthur man, once a Blaine man, but too poor to stand out, he said to me Christmas day, and I got it down because he is sagacious and lucky.

"Arthur is going to make a strong administration, and he is nominated. He has passed all his shyness, feels confident in the office, and has already secured the state of New York for good by resuming the alliance with John Kelly, which Conkling broke up at Bennett's demand."

"How do you know that?" said I. "I do not know it," said I. The Kelly managers of districts and the Arthur managers of counties in the organization are going to divide the legislature with the republicans. So you see, New York state, being necessary to elect a republican president, will be coaxed to go for Arthur in 1884, with Tammany remaining stump. It looks queer, but it is politics. Of course, President Arthur does not attend to these bargains personally, as he once did, but his friends, A. C. French, Sharpe and Payne, are perfectly trustworthy."

"Is there anything in running Conkling for governor?" "Nothing, whatever. Arthur does not wish to do that. It was against his advice and judgment that Cornell was nominated in the reckless dash of 1879. Mr. Conkling would be cleaned out in this state so quick that he is afraid to try it. Arthur pays no such politics as that. He pays considerable attention to what the voters want and what the active politicians want. In the state the working politicians do not want Conkling any more. They like Arthur's service. It is easy and graceful. They are not afraid of him. Conkling is a cracked fiddle now in Arthur's political orchestra. His day is past."

"Who will Arthur have run for governor of this state next year?" "The signs point to John M. Starin. He has got \$2,000,000, a taking way, political ambition, and is a smart man—as smart as the state produces in its business walks. He began life selling a liniment for horses."

"Now," said I, "what is your discharged friend Blaine going to do?" "Well, that is a little mysterious. Do you know that Blaine, as it seems to me, is the only man left to play Greeley in 1884? And I could not wonder if he would not win next time. The democrats are not going to run Hancock again, and they have nobody that they can elect. While Hancock ran close to Garfield in New York state, next time under Arthur's milder way New York will not be a doubtful state. Indiana is too close to nominate for, and the republicans can afford to let go. The democratic gain is hopeless without drawing away a large republican vote. Blaine can get it."

"But," said I, "show me how he is going to get the nomination?" "Blaine," replied my eloquent friend, "will attract so much attention to himself as soon as he begins to deploy against Arthur's administration that the southern states will soon lose interest in their own party candidates, absorbed in watching the battle of republican giants. President Arthur means to press the Mahone movement in the south, and to save their state governments the democrats there will embrace any northern man who will antagonize the Mahone recognition. I think Blaine is already doing that. His point will be that Mahone is a repudiator, backed up only by political cowboys and skinnors and degraded negroes against the rights of creditors, against legality, and against decent policy. There is the first point taken, and it is a strong one."

"What way?" said I. "Why, Blaine will go south and make the impression he does everywhere of a wonderful fellow. An Independent republican like that was not seen in the Greeley campaign. He can say to the leaders there: 'I'll take care of you when I beat Mr. Conkling's man Arthur. You shall get your share under the federal government, as your fathers had it, and your sons go into the army and navy again. Follow me and my navy tariff policy, and sectionalism will be dead forever, and your region shall spring into industry.' What do you suppose they will care about Tilden and Pendleton when they see that chance? Then Blaine, on the Chinese question, will carry the Pacific states, and he can carry Indiana and Maine. His foreign policy pleases every Irishman in the north, because the English seem to be annoyed by it. Add the Irish of the north to the southern whites, and you have the two jaws of the democratic party."

"The above is an accurate conversation with a man every reader of your paper knows. I append to it a statement made in this city to-day, showing that Arthur expects Blaine to open upon the administration party soon."

"Logan and Cameron realize perfectly well it has been determined to make early war upon that president. The president himself knows this. It was clearly intimated to him that he might have the support of a New York newspaper, which is already beginning by insinuating to attack him. The stalwart leaders are understood to be ready for the attack which is coming. As yet the president's course has been so skillful that it is impossible for any attacks from within the party, but there will be a pretext for attack pretty soon, it is believed. When the time arrives, at the opportune moment, attack will be met by counter-attack. The whole story of the difficulties into which Garfield was led is known to the stalwart leaders, and this story will be told. They believe that it will show hypocrisy, meanness, deceit and treachery unparaled, as well as showing that Garfield was used by men whom he trusted."

"A dispatch, said to have been sent by the editor of the New York paper which in 1873 condemned Garfield, is reported to be in the hands of the stalwarts. It was written on the evening of the day before Robertson's nomination was sent to the senate, and in very peremptory terms commanded the president to nominate Mr. Robertson for collector the next day. Other dispatches or their contents sent by this same young editor to the late president are said to be known to the stalwarts. As one member expressed it, the stalwarts have got the powder now, and it is dry."

"Gen. Arthur fully understands the secret influences that were at work last spring; Cameron, Robeson, and Logan understood them, and the men who availed that influence knew that these stalwart leaders understood it. It seemed to be the general impression to wit, that the stalwarts would be powerful and skillful enough to crush out all factional opposition. In New York Logan says it will have disappeared largely by next fall. Ohio always provides time-servers, and the Pennsylvania machine is in order."

The above would indicate that the administration is unduly sensitive to attack. All administrations are more or less attacked, and the last administration was shot. In the meantime the president is said to be arranging to nominate two or three Blaine men. Via E. Chandler and Mr. Sargent, of California. Perhaps Chandler is going to turn state's evidence on Blaine. The president's policy is said to be national works, a new navy and keeping up the business boom. Blaine is going to promise a bigger boom than Arthur. Blaine is the Porfirio Diaz of the administration, which has put no southern man of any party into the cabinet. The weakest part of Gen. Arthur's position is that he is supported by Robeson, Logan and Cameron, the three unpopular bosses of fractious states. In the senate there are Blaine: Frye, Hale, probably both the New Hampshire senators and Edmonds, Hawley, Platt, and the new Rhode Island man probably Miller, of New York. Several New Jersey, perhaps in time Mitchell, of Pennsylvania, the North-eastern senators are generally friendly to Blaine; Pacific Coast, ditto. So wake up and see the managerie break camp. The attempt of Gen. Arthur to continue the Grant and Conkling policy of giving no recognition to Secretary Blaine is occasion enough for night travel. If James fails us now, we have been swindled in him."

THE ADVANCE OF IRON.

Montana's Valleys Mildly Echoing the Rattle of the Cars.

Comparison of Freight Rates—The Missouri's Mighty Lever.

Correspondence of THE BEA.

HELENA, Montana, December 23, 1881.—Although Montana is a young territory, she has a past history, as well as future prospects. Her past history (in the main unwritten) had better remain unwritten, in some particulars, for the sake of the living and dead. It would reveal some things which would hurt, and as the object of your correspondent is not to wound "a soul on earth," he will omit many things which rise as specters of the past crowding on memory's page, and will only refer to things of the present and prospective future. In my former letter I alluded to the fact of the railroads having advanced to the commercial centers of trade.

The Utah & Northern, a beautifully equipped branch of the Union Pacific, has passed through Beaverhead county, and is now in full connection with Butte City, the present headquarters of mining and commerce of the territory, and is also extending her arms to take in Helena. The objective point of this railway is not yet developed, but present indications point to Benton, the head of navigation, on the Missouri river, and probably to Manitoba, in the British Possessions, on our northern boundary. The Northern Pacific, although long delayed in making her advent into Montana is at last rapidly approaching the commercial centers and during the year 1882 will enter the arena of competition for the vast trade of this territory. This railway running from East to West through the entire length of Montana will from her geographical location command the entire territory, and will be a powerful competitor for the vast commerce which has heretofore reached us via Missouri river. But the wide-awake and indomitable energy and foresight of the people of Montana look to Missouri river as the great regulator of transportation and that if the national government will but continue the improvements which have been begun on this river, she will continue to be the channel through which the heavy freight will reach us. In 1863, 1866, and 1867, Missouri river freight was delivered in Helena, (then as now) the distributing point for the territory, at about 6 and 7 cents per pound, and in the succeeding years at a greatly reduced figure, say about from 3 1/2 to 4 cents per pound, and yet the cheapest railroad freight now delivered by rail road and wagons to Helena is about 7 to 8 cents; from Helena to Dillon on the U. & N. railway it is about 130 miles from Helena, to Benton about 145; wagon freight costs about the same from either point.

This demonstrates the fact that although railroads are a great convenience to travel and greatly lessens the time consumed in transit of goods, yet unless they have competition, they do not lessen the cost of transportation. In the year 1864-65 nearly all merchandise was transported by wagons, from points on the Missouri river, say Atchison, St. Joseph, Nebraska City and Omaha, and were delivered in Virginia City at about seven and eight cents per pound, and yet, notwithstanding the railroads had traversed the same route that the wagons did for nearly 1,500 miles, it cost more, or as much, to get freight into Montana now as it did when no railroad was west of the Missouri river. During this entire fall and winter a large portion of freight has been hauled by wagons parallel with the U. & N. R. for nearly 400 miles from Corinne, on the Central Pacific, to Butte City, and Helena, and up to the present time long trains of oxen and mules have been probably employed in the transportation of merchandise and other freight profitable to the team and a good saving to the shippers. Who will say that the railroads do not a very great advantage to a community when she works to the interest of the hauler as well as the shipper?

But notwithstanding this state of facts, Montana rejoices in the accomplished fact that she is in communication with "the rest of mankind" and believes the day is not distant when these great arteries of commerce will give her a rate of freight, which will be as cheap as that at present.

If this devoutly hoped for event should ever transpire, we shall be grateful, but believe that we should work to promote that which we hope and desire, therefore as an all-wise Father has given us the Missouri river as the natural outlet and inlet for our vast and rapidly growing territory, we must and do recognize that gift as the great regulator of freight, and we realize in this fact the very best means of holding these great railroads in proper check, and that thus we will be relieved of the complete domination of railroads. I would not be understood as under-estimating railroads; they are now an indispensable necessity and of untold advantage to any country. But I would be distinctly understood as being opposite to these great corporations "pooling their interests" and combining as many of them as they can into one. Let competition have its full force and let these great institutions of commerce and transportation be properly fostered and sustained and let them work in harmony with the interest of the country and all will be well. But above all let the natural advantages which God has given Montana in the location of the great Missouri river be properly appreciated and utilized, and she can bid defiance to any combination.

Under the advent of railroads her enormous hidden resources are rapidly developing, her towns are growing into cities and assuming metropolitan proportions. Her lands long unappreciated are growing in value and every interior and artery of material wealth growing as under the influence of magic. We need both river and railroads.

Yours,

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A State Want.

Until five or six years ago the B. & M. and U. P. railway companies advertised the advantages and resources of this state as far as was then known, well and successfully. Up to this time immigration was active, and the country settled rapidly. The state also aided in this important measure. Now the lands of these corporations are nearly all sold, and the state has failed to provide measures to encourage immigration. As a result the lands are directed to Dakota, Kansas, Texas, New Mexico, and the territories. The Northwestern railroad, that is already built half way across Dakota territory, is employing every expedient at a great expenditure of money to settle it, and so with the Northern Pacific railway. The railway interest of Texas and New Mexico is pursuing the same line of policy, while the legislature of Kansas is by large appropriations in settling her unoccupied acres. We have thousands of acres of first-class land in nearly every county in the state, but with the exception of the Republican and Loop valleys they receive no attention in this direction. The B. & M. still has considerable bodies of land in the valley, and its efforts are all directed to the settlement of these lands. It is a rare thing for land hunters to leave a train east of Hastings. In order to develop the resources and add increased wealth to all the older settled portions of the state, what is the wisest, most prompt and certain expedient to adopt in effecting a settlement of these unutilized lands? There may be better plans than the one we propose, but if we wait for their publication we may be long in waiting to wait, for we have waited patiently for some years for this important movement, and waited in vain. We think it not only wise but imperative necessary that our next legislative make an appropriation of \$25,000 for securing immigrants, and of a respectable class, with means to their command which will insure the settlement of these lands. If our young state, and that a board be created to manage and direct the business. We would suggest that this board of managers be composed of three men, who will represent respectively the North and South Platte and Republican Valley, and that they be men of broad views, and possessing large business capacity, and whose whole hearts have been bent upon the settlement of this territory. This will give these territories each a representative, and these men shall appoint and keep an agent in the city of New York. The Board can look after immigration interests in the states, while their New York Agent can attend to the foreign.

The bill should not contemplate a costly building at Omaha or Lincoln for the Secretary, to make a grand display in the expense of, and but little profit to the State, but the provisions of the bill should be of such a character as would insure a judicious expenditure of the appropriation for the object contemplated and no other. Neither should a bill permit the amount to be absorbed by high-salaried officials. The people desire the adoption of this measure or some similar by the next legislature, and the railway corporations will favor it on the ground that the more rapid development of the country the greater their freight traffic will be. Every man that settles in this country bringing with him \$5,000 in money, if he uses it wisely on a quarter section of land, will require the use of from three to five cars to transport his supplies from Chicago here, and to ship his product from here to market annually. This would give the railway company from \$240 to \$400 a year. So railways will be benefited as well as the whole people, and the strong point, we think, to be urged in

this connection is that printed descriptions of the different portions of the state should be based on facts, and these reports should be published by and with official authority. When railroad authority is given it may be claimed their reports are made from motives of self-interest, but when they bear the stamp of state authority, confidence will take the place of doubt and distrust.

The state should have a geological report of counties, stating fully what each is best adapted to, whether fruit, grain, stock, &c., and their natural resources, and the number of acres of unoccupied land, and prices per acre, and also the prices of improved farms. Then when a settler enters the state knowing what he desires to cultivate, he will at once on reading such report know what county or counties are best adapted to the business he intends to follow. This measure faithfully carried out will only cost each tax-payer about 33 cents, and its results in giving a new impetus to immigration and rapid wealth development will be of incalculable importance. We ask our exchanges to agitate this measure from now until the legislature makes the necessary appropriation.

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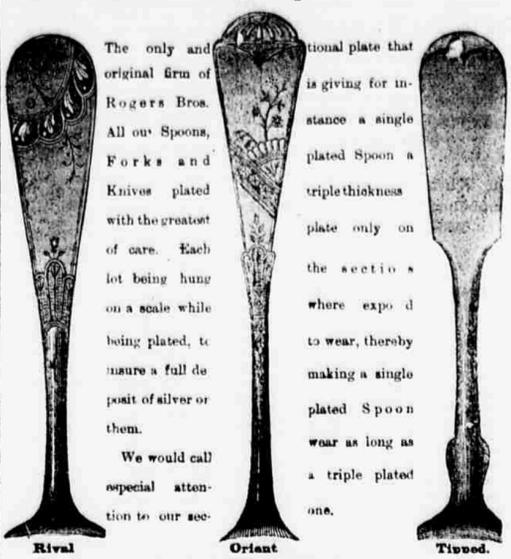
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