THE MAXWELL STEAL.

A Millionaire's Survey Lines on Mountain Sides, and the Result.

False Records and Fictitious Claims.

Correspondence of The Bee.

WASHINGTON, December 28, 1881. —Another interesting chapter in the h story of the Maxwell-Williams land fraud, consists of the experiences of the deputy surveyor of Colorado, in his efforts to close upon the northern line of the Maxwell grant. There is a gap of eleven miles upon which he cannot close. He cannot identify the witness corners, as described in the official notes. When the survey is said to have taken one direction, it is found to have taken another, and where witness corners are said to be visible from some point, it is found that mountain peaks interrupt the view in that direction, and the whole thing is a mass of blundering and fraud, so much so that it has proved ruinous to the settlers to have located anywhere within thirty miles of where the lines of the Maxwell grant were believed to be.

With one observation upon the pecuniary condition of one of the deputies who made this fraudulent survey of the Maxwell grant, we will let the Colorado deputy surveyor tell his own story. The New Mexico deputy surveyors were Messrs. Elkins and Marmon, and our observation is this. Elkins is a millionaire. He is worth from three to four millions. What such a man wants of a government survey, is beyond comprehension unless there are "millions in it."

The Maxwell grant having been surveyed, the Colorado deputy set out to close his surveys upon the northern line of that grant. As before stated, he could not do it. There was a gap of eleven miles which refused and refuses to be closed, and the language of Archibald, as he passes from point to point, is so strong when represented by type that we judge it must have been sulphurous when it burst fresh from his lips, expressive of disgust and indignation.

He starts from the northeast corner of the grant and tries to run north 60 degrees and 15 minutes west, according to notes of Elkins and Marmon. After going 11.80 chains, his men, from the nature of the ground, are unable to proceed. He, therefore, goes down the mountain 600 feet, and tries to proceed in the same direction as before, but find himself running into the side of a mountain which "it was impossible to ascend on line." So he and his men scattered and made "diligent search" for seven days, enduring "the greatest possible hardship and fatigue," and "I am enabled to state, and do positively state that no mound or stone, as described in the notes of the original survey of said line, as the witness corner to the second, third, fourth, fifth and sixth miles exist.

Archibald, the Colorado deputy surveyor, then proceded to what was designated the eleventh mile stone, from which it was claimed that by sighting back the witness corner he could not find after a seven day search, could be seen. To his astonishment he found the prospect obstructed by the Raton peak, rising more than 3,000 feet, and not more than three and a half miles distant, and he says:

"Therefore it is apparent to me, and I state the same as a fact, that the record of said reported triangulation is either grossly erroneous as to its result, or the statement that such a triangulation was made is absolutely fictitious."

Trying still to follow the notes of Elkins and Marmon, he finds himself defeated, and exclaims:

"The statement made that said witness corner for the 7th, 8th, 9th and 10th mile corners is situated on the north side of Chicorian, and at the foot of the same, and that the bearing of the said mesa is N. W. and S. E., is grossly erroneous. he said witness corner is not situate to the north of any mesa, and there is no mesa known by any name or of any description to the south of said witness corner north of the 37th parallel of north latitude."

His report abounds in charges against the New Mexico surveyors. Again and again we find him using the expressions, "Absolutely false," "calculated to "mislead," "calculated to deceive and mislead," "altogether fictitious." Yet such is the survey upon which millions of acres have been stolen from the public domain, and settlers driven from their homes. There ought to be a remedy for so foul a wrong, and swift retribution for the corrupt officials who have violated their trust in abetting it, or acquiescing in it.

EX-SENATOR PADDOCK AND THE ASSISTANT SECRETARYSHIP.

Last week rumor had it that ex-Senator Paddock was to be Assistant Secretary of the Treasury. The Nebraska delegation has been working to secure Mr. Paddock and the State some worthy recognition. But something better than an Assistant Secretaryship was hoped for. At the best, it is but a clerical position and one which no ex-Senator would covet, after Upton.

The conversion of Congress to the views expressed last winter by Senator Saunders on fundingat 3 per cent. must be flattering to him and a hint to party leaders in the Senate that he might have been put at the head of the Committee on Finance with more benefit to the country than some of those now upon it who claim to know all about money. JUNIUS.

Our Fresh Meat Exports.

Our meat trade with Europe has grown to be an item of more importance than the average reader is aware of. According to statistics just published the aggregate value of the live stock and fresh meat exported from New York for the year ending November 30, 1881, was $10,553,809. The fresh beef exported is valued in this report at $5,688,511, and the mutton at $232,287. The number of horned cattle exported was 39,968; the number of sheep, 26,451; and of hogs, 3,782. This estimate does not include the fresh meat in refrigerators and the live stock sent from other ports, which would add a small percentage to the above figures. The experiment of refrigeration has proved so successful, and is in every way so much to be preferred, that it will be very generally adopted, and will result in a marked increased in our exports of fresh meat. A movement is already on foot, backed by ample capital, to ship fresh meats, in refrigators, direct from New Orleans to the different markets of Europe, relying upon the great grazin ranges of Texas and the southwest for the supply. The experiments already made from there have proved a success practically and financially, the meat being delivered in perfect condition and at a cost which justifies a liberal investment in the enterprise.

The exporters prefer to send the meat rather than the live animals to Europe. The refrigerating system has been so perfected within the past five years that fresh meats cannot only be preserved in a perfect state for an unlimited time, but the quality and flavor is really improved by the process. Two obstacles are also removed by this method of shipping: First, the injury and suffering of animals, during an ocean passage, which is likely to impair their sale and entail loss; second, the objection urged in England and other foreign countries against the extension of our beef trade with them, through fear that our cattle may scatter disease among their domestic stock. It has been demonstrated that we can furnish Europe with as cheap and as good fresh meats as can be supplied at home. Hence there is every reason to look for decided increase in this class of exports from year to year. Our facilities for raising and maturing stock are superior in every respect to those of the most favored countries of the Old World, and our resources are almost unlimited, while theirs are gradually diminishing. The prospect of an extensive foreign market to be added to the home demand has led to a large investment of capital in stock raising upon the great ranges of the west; and, as a result, the amount of our meat supply is constantly increasing and the quality improving. It will continue to keep pace in both directions with the demand. Our meat export, as shown, has already become quite important, and there is nothing to prevent its increase one or two hundred per cent within a short time, with the facilities now afforded for shipment and a proper care not to excite foreign prejudice against the trade.

OVERLAND TELEGRAPH.

Extensions of the Western Union Company's Lines—An Outline of the Work Contemplated.

San Francisco Bulletin.

Col. Robert C. Clowry, general superintendent of the Western Union Telegraph company—with headquarters at Chicago—whose arrival in this city was announced in The Bulletin some days ago, stated this morning in the course of conversation that his visit to San Francisco was purely on business. The Pacific coast district forms part of the central division over which he exercises general superintendence. He had never before come as far west as this, and did so now for the purpose of not only inspecting the existing state of affairs, but to see whether it was possible to extend present telegraphic facilities on the Pacific Coast, with mutual benefit to the public and the people. "I have come," he remarked, "for the purpose of looking over the whole ground, and intend doing so, as far as time will permit." A new wire is being put up between Omaha and Ogden. When completed it will give the Western Union company four exclusive overland wires along the route of the Central and Union Pacific roads, besides two joint railroad wires east of Ogden. This additional wire will permit the company to handle the business between San Francisco and the east with greater ease, and will operate as an additional facilty to the San Francisco public.

Besides these lines commonly known as the "Overland" wires, the company is building an independent second line east by way of Los Angeles and Deming, on the opposite side of the railroad track from that occupied by the present wires. It is also reconstructing the telegraph line through Arizona to Deming has been carried on at an enormous expense; first of all, from the materials used, which in poles, wire and insulators are of the very best material; and secondly, from the difficulty of obtaining men to work in the Arizona desert. The heat at times was so great as to break down the strongest of them. The wires used on this line are all large gauge, Nos 6 and 8, whereas the wire used on ordinary lines is No. 9. The poles are all sawed, and were shipped principally from Santa Cruz. This line is in every respect a first-class line, as good as any ever built on the continent. It is expected to have it completed early next year. The company has obtained good facilities from the Atchison, Topeka and Santa Fe Railroad, and is putting up additional wires so that the overland business may be handled without difficult or delay. All the offices along the line of the road are under the control of the Western Union Company so far as commercial business is concerned, the railroad company alone controlling the business connected with its own administration and movement of trains. Contracts have been entered into with all the Texas railroads, and in all cases first-class telegraphic facilities have been secured. "The relations of the Western Union Company," added Col. Clowry, "with all the railroads on the Pacific coast, Texas and the Southwest are of the most harmonious character."

"We are also," he continued, "building a line along the route of the Northern Pacific, keeping up with the end of the track. We are at present stringing two wires on that road, and will increase the number as required. We are, as before stated, increasing telegraphic facilities along the Central Pacific and Union Pacific, and we are building another telegraphic line along the Atlantic & Pacific road. This is in addition to those that already exist. When they are completed, San Francisco will have four through overland telegraph routes east. The Northern Pacific, Central Pacific, Atlantic & Pacific and Southern Pacific." At present there are only two—the Central and Union Pacific, and the other by way of Deming, connecting with the Atchison, Topeka & Santa Fe Lines. Quite a number of new offices have been opened during the past year on the Pacific coast, more particularly in Southern California, Arizona, New Mexico, Oregon and Washington Territory, and are being constantly added to. There are now in all some 500 telegraph offices on the coast. "The amount of telegraphing done out here, proportionate to the population, will," said Col. Clowry, "compare favorably with what is done in the east." The business from night half-rate messages is increasing, and the company is satisfied with present results. For a long time after the half-rate system was inaugurated the receipts decreased. The number of messages increased, but not to an extent that reimbursed the company for the reduction in rates it made. People now realize that they can send a message East just as they are on the point of going to bed, and have the answer to it awaiting them when they wake up in the morning, and that at a cost of only one-half of what they had to pay before, without having lost anything in time. "This reduction was a great accommodation to the public, who are, I find," he observed, "much pleased with it. The company hope for good results."

Col Clowry is an excellent illustration of the concise and active Eastern business men, one familiar and accustomed to deal with large enterprises. Although, probably, approaching the two-score, he has the appearance of a man much younger. Over six feet high, pleasant countenance, sharp, bright eye, he tells what he has to say without repetition, careful not to touch on matters not strictly within his own jurisdiction. Asked about the possibility of the purchase of the telegraph line by the government, the adoption of underground cables in lieu of poles and air wires, and other points touching the interests of the Western Union company, he replied that those were matters belonging exclusively to the executive committee of the company, and he preferred not expressing any opinion on them. The Central Division, over which he presides, embraces all the country west of Pittsburg and north of the Ohio river. On the north it takes in all the north and west to Canada; south—on the west side of the Mississippi—it goes to the Gulf of Mexico, and west to the Pacific Coast. He expressed himself very much surprised and pleased at the appearance of San Francisco and its surroundings. Today he proposes visiting Monterey and next week will return to Chicago by way of the Southern Pacific & Atchison, Topeka & Santa Fe Roads.

An Old Friend

He was afflicted with a lame back and general debility, he was recommended Thomas' Eclectric Oil which cured him at at once. This famous specific is a positive remedy for bodily pain. 2-1w

Making Him Happy.

Detroit Free Press.

A dumpy, disconsolate looking small boy was leaning against the wall at the corner of Woodward avenue and Congress street, when along came a tall, raw-boned stranger with about four drinks in him, and said:

"Bu-bubby, do you feel bad?"

"Yes."

"Hain't you got nom-money for Chrisslemas?"

"No."

"Jus' like me! I'm traveling on my last fifteen cents 'smorning, and it'll be all gone fore noon. Going to h-hang up your stocking?"

"No."

"Neither'm I. I havent got anybody to love me an' put toys in my stockings. Say, do you want a lizzle toy mule in your stocking?"

"Yes."

"So do I, but I won't get one Tuff to be poor—tuffest in' o' tuff. Say, bub!"

"What."

'There ain't no hog about me. I'm the bizzest hearted man in the world. I'll make you happy if I have to sleep in the middle of the road. Here, take that, and this, and this—yes, take it along and be happy."

And he handed out a pint bottle half full of gin, a plug of tobacco, and a dime song book, and as the bewildered boy stood holding them in his hands the donor continued:

"Thaz all—thaz all but a euchre-deck and a pistol, and I'll keep them to make some other boy remember Chrisslemas. Run along, sonny—run home and be happy!"

"ROUGH ON RATS."

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OMAHA, NEB., May 24, 1881.

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Deputy Treasurer.

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U. P. R. Shops.

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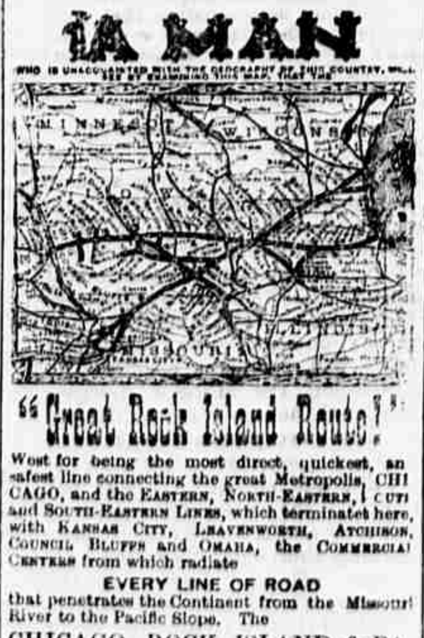

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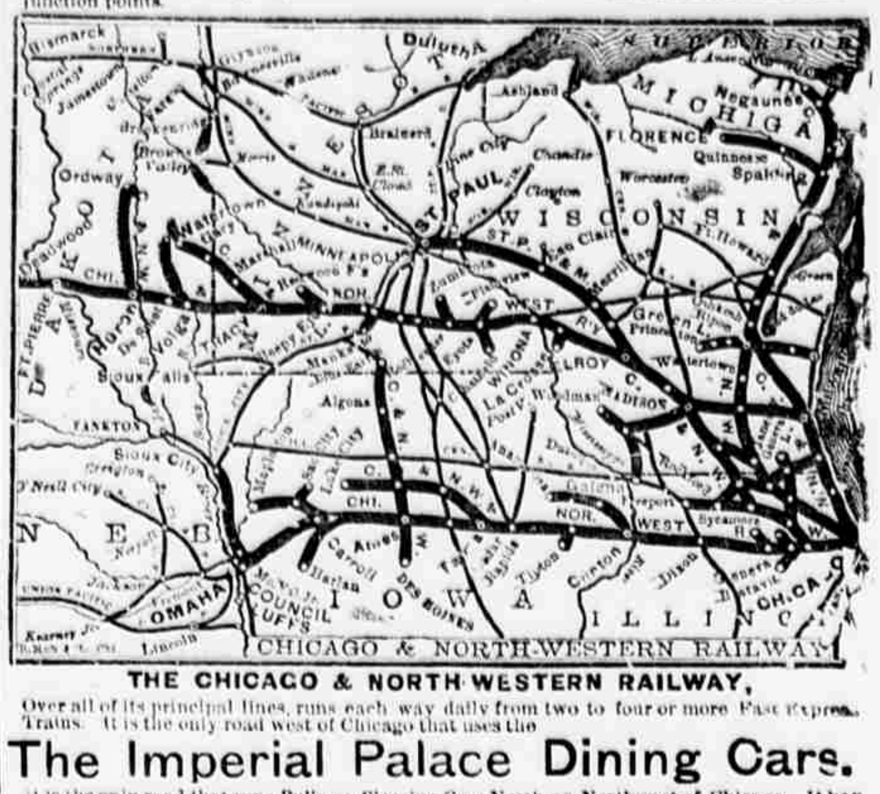

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