

glory never to rise again. Ere the modest violets of the coming spring shall open their beautiful eyes the genius of civilization may chant the wailing requiem of the proudest nationality the world has ever seen, as she scatters her withered and tear-moistened lilies o'er the bloody tomb of butchered France. But, sir, I wish to ask if you honestly and candidly believe that the Dutch would ever have overrun the French in that kind of style, if General Sheridan had not gone over there and told King William and Von Molke how he had managed to whip the Piegans Indians? [Great laughter.]

[Here the hammer fell.]

[Many cries: "Go on! Go on!"]

The Speaker—"Is there objection to the gentleman from Kentucky continuing his remarks? The Chair hears none. The gentleman will proceed."

Mr. Knott—I was remarking, sir, upon these vast "wheat fields" represented on this map in the immediate neighborhood of the buffaloes and the Piegans, and was about to say that the idea of there being these immense wheat fields in the very heart of a wilderness, hundreds and hundreds of miles beyond the utmost verge of civilization, may appear to some gentlemen as rather incongruous, as rather too great a strain on the "blankets" of veracity. But to my mind there is no difficulty in the matter whatever. The phenomenon is very easily accounted for. It is evident, sir, that the Piegans towed that wheat there and plowed it with buffalo bulls. [Great laughter.] Now, sir, this fortunate combination of buffaloes and Piegans, considering their relative positions to each other and to Duluth, as they are arranged on this map, satisfies me that Duluth is destined to be the beef market of the world.

Here, you will observe [pointing to the map], are the buffaloes, directly between the Piegans and Duluth, and here, right on the right to Duluth, are the Creeks. Now, sir, when the buffaloes are sufficiently fat from grazing on the immense wheat fields, you see it will be the easiest thing in the world for the Piegans to drive them on down, stay all night with their friends, the Creeks, and go into Duluth in the morning. [Great laughter.] I think I see them now, sir, a vast herd of buffaloes, with their heads down, their eyes glaring, their nostrils dilated, their tongues out and their tails curled over their backs, tearing along toward Duluth, with about a thousand Piegans on their grass-bellied ponies, yelling at their heels. [Great laughter.] On they come! And as they sweep past the Creeks they all join in the chase and away they all go, yelling, bellowing, ripping and tearing along, amid clouds of dust, until the last buffalo is safely penned in the stock-yards of Duluth. [Shouts of laughter.]

Sir, I might dwell here for hours and hours and expatiate with rapture upon the gorgeous prospects of Duluth, as depicted upon this map. But human life is too short and the time of this house far too valuable to allow me to linger longer on the delightful theme.

[Laughter.] I think every gentleman on the floor is as well satisfied as I am that Duluth is destined to become the commercial metropolis of the universe and that this road should be built at once. I am fully persuaded that no patriotic representative of the American people who has a proper appreciation of the associated glories of Duluth and the St. Croix, will hesitate a moment to say that every able-bodied female in the land between the ages of eighteen and forty, who is in favor of "woman's rights," should be drafted and set to work on this great work without delay. [Roars of laughter.] Nevertheless, sir, it grieves my very soul to be compelled to say that I can not vote for the grant of land provided for in this bill.

Ah! sir, you can have no conception of the poignancy of my anguish that I am deprived of that blessed privilege. [Laughter.] There are two insuperable obstacles in the way. In the first place my constituents, for whom I am acting here, have no more interest in this road than they have in the great question of culinary taste now perhaps agitating the public mind of Dominica, as to whether the illustrious Commissioners who recently left this capital for that free and enlightened Republic would be better fricasseed, boiled or roasted [great laughter]; and, in the second place, these lands, which I am asked to give away, alas, are not mine to bestow. My relation to them is simply that of trustee to an express trust. And shall I ever betray that trust? Never, sir! Rather perish Duluth! [Shouts of laughter.] Perish the paragon of cities? Rather let the freezing cyclones of the bleak northwest bury it forever beneath the eddying sands of the raging St. Croix. [Great laughter.]

STOCK.

Some time ago reliable experts prepared the following statement of the advantages offered by Montana, Idaho, Oregon and Washington for the stock business. The thousands of young cattle that are being driven or carried by rail from the east or the ranges of Wyoming, Nebraska, Kansas and Texas to the northwest would seem to indicate that cattle men are beginning to recognize the superiority of this region for the grazing of beef cattle. The following facts are gleaned from the report:

Three facts or conditions unite to make attainable the highest degree of success and profit in the industry of grazing cattle on the extensive scale practiced in our western territories: 1. The abundance of nutritious grasses. 2. The mildness and equability of climate, which avoids the necessity of winter feeding and shelter. 3. Availability of the country to market, the superior quality and consequent higher price of beef fattened in this region over those of Colorado, Wyoming, Utah, Kansas, Nebraska and Texas, have always been recognized facts in the eastern markets. This has remained true, notwithstanding the heretofore long drive of two months or more from these remote districts to points of shipment on the Union Pacific railroad, across countries less abounding in rich grasses and pure water. By the extension and completion of the

Northern Pacific and the Oregon Short Line, cattle will be enabled to reach market in their full condition. The superiority noted is due to the fact that the conditions of success above stated, combine in a more perfect degree here than elsewhere. But it is without doubt, more particularly due to the superior abundance and excellence of the native grasses. The bunch grass, which begins to renew itself in the early spring, before the ground is yet free from frost, rapidly attains its growth, is early cured, and stands as hay through the remainder of the year, until the succeeding spring. Throughout the winter months it as perfectly retains its sweet and nutritious qualities as when first cured by the summer sun. The manner of its growth is similar to that of the short, curly and quickly cured buffalo grass of the plains, growing in detached clusters or bunches, between which are visible interstices of bare ground. It is, however, another and quite dissimilar variety of vegetation; its clusters are finer, denser, of much taller growth, and cover the ground more closely and compactly than the short, crisp and curly tufts of buffalo grass. A single acre of bunch grass is fully equal to three acres of average buffalo grass in the quantity it furnishes of actual sustenance for cattle. It is, moreover, a stronger and more robust nutriment than ordinary plains vegetation, being in the fullness of its aliment scarcely surpassed by the best cultivated grasses, timothy, hay or clover. Favored by a climate which obviates the necessity of food having the heating qualities of grain, the results of winter feeding on bunch grass are like those from the maintenance of stock in more severe climates on plenty of hay, with regular and liberal feeds of corn. Cattle thus fatten rapidly and keep in good condition throughout the year on the native bunch grass, and their beef is remarkably succulent, sweet and tender. It is a fact that even close to the summits of the mountains at the sources of the Columbia and Missouri rivers, cattle are taken from the ranges in the spring, the condition of which is not inferior to that of the best eastern stall fed heaves. The uncommon fecundity of the cows and extraordinary increase of the herds form another distinguishing advantage which accrues to the stock industry of this region. Instances are not infrequent of cows in considerable numbers, turned loose on the cattle ranges in the summer, which in the following spring were driven in with each a healthy and promising calf at her side.

An apparatus for removing obstructions from rivers and harbors has been invented by O. H. P. Cornelius and G. H. Turner, of Turner's Station, which has been heartily approved by all engineers who have examined it. No doubt it can be employed to great advantage on the Columbia and Willamette, and should be given a thorough trial on those streams.

Miller and Son's saw mill has been removed from Jump-off-Joe creek to Rogue river, near Grant's Pass, in Southern Oregon. They have just completed a contract for 800,000 feet of lumber for the Oregon & California railroad, and at the new location will saw 1,000,000 feet more. The firm owns 2,000 acres of fine timber land near Grant's Pass, and the new location will be a permanent one.