

an independent grant to itself. It seems the grant to the Atchison, Topeka & Santa Fe Company required that company to build a branch down the Neosho valley. The grant was made March 3, 1863. The Atchison, Topeka & Santa Fe Company, instead of building the branch, transferred the right to do so to the Missouri, Kansas & Texas Company. Afterward Congress made a grant, July 4, 1866, to the Missouri, Kansas & Texas Railroad Company for a line down the Neosho valley. The company built such a line, but not such a branch of the Atchison, Topeka & Santa Fe Company as required by the grant of that company. The court (Brewer, J.) held that the Atchison, Topeka & Santa Fe Company could not transfer its right in the branch road, and that, even if it could, the branch had not been built, but an entirely independent line belonging to an entirely different system. The Missouri, Kansas & Texas Company had attempted to get both grants while only building one road, and Judge Brewer held that the second grant superseded the first, and the patents issued under the first grant to the Atchison, Topeka & Santa Fe Company were void. He further held that the company could not claim the lands under the act of 1866, because it had made no selection under that act.

**THE LAW OF STRIKES.**—The following statement of the law regarding strikes and other similar combinations was made by Judge Krekel, of the U. S. District Court, in his charge to the grand jury for the Western District of Missouri, on Monday, 3rd inst.: "A postal or other railroad car in which mail matter is conveyed falls within the meaning of 'carrier' as used in the act of Congress. Our mails are mostly carried by railroads, and the government enters into contracts with them for that purpose. These railroads employ large numbers of men and considerable machinery to carry on their business, including the carrying of mail matter. Strikes occur on these roads, often seriously interfering with the carrying of the mails. Employees of railroads engaged on trains carrying mail matter may at proper times quit work, and if in consequence of their doing so the mails are delayed, they do not thereby commit an offense against the laws of the United States. Strikes may induce their co-workers engaged on mail trains to join them, under the limitation stated, without committing an offense against the postal laws, though the consequences be the obstruction or retarding of the mail. But employees of railroads, as well as other persons, cannot improperly interfere with the instrumentalities usually employed and necessary for the conveyance of mails, be it carriers or machinery, without laying themselves liable. Nor is it any excuse that the men or machinery used in carrying the mail are at the same time employed for other purposes. Mails could not be carried at the rates they are if special trains and instrumentalities had to be provided. To compel such employment by direct or indirect means would seriously interfere with our mail facilities. A system of name foreign to our institutions and language, known in Ireland as 'boycotting,' has sought to be introduced among us as a means of compelling concessions

in matters of conflicting interests. Combinations of the kind are not unlawful, so long as their exclusive purpose is to foster the interests of their own members. But if the object of the combination is or embraces objects the necessary effect of which is interfering with others' rights, the combination becomes a conspiracy and may be dealt with as such."—*Bradstreet's*.

### A Call for the Canadian Pacific Railway.

That the Canadian Pacific Railway will not have to depend exclusively upon the Canadian Northwest for its traffic is the belief of very many in the United States. On the Pacific slope, particularly in Oregon, and also in Washington Territory, the importance of the Canadian road is thoroughly appreciated and the hastening of its completion is regarded hopefully. Under pooling arrangements with the Central Pacific to keep freight rate at the highest notch, the Northern Pacific, on which Oregon and Washington depend exclusively for the movement of their products, exact such charges that the trades of the country suffer severely. The farmers and merchants of these territories are looking to the completion of the Canadian Pacific Railway to alleviate their condition. The opinion is entertained in Portland (Ore.) that as soon as the Canadian road is finished through it will draw business from all parts of Puget Sound, from Portland and from the Columbia River Valley.

In the export of salmon a large trade could be made with eastern parts of America if cheaper rates were obtained. At present it costs five and a half cents per lb., or \$1.10 per ton, to convey salmon from Portland to Chicago, and it is estimated that the Canadian Pacific Railway can do a profitable business in this commodity at one-half, or even one-quarter, the freight rates now charged. The same remarks apply to wheat, hops and other produce. In passenger rates a decrease is looked for on the Canadian Pacific coming into working order. The Northern Pacific now charges \$95 for a ticket from Portland to St. Paul, Minnesota, which, with sleeping car charge, amounts to \$110, and inhabitants of Portland believe that the Canadian Pacific will carry passengers at a rate considerably below this, and will cause the bulk of travel to increase to treble what it now is. It would seem as if the Northern Pacific, conscious that the rapid progress of the Canadian road was about to terminate its exclusive enjoyment of the carrying trade of Oregon and Washington, has engaged in the pleasing pursuit of making hay while the sun shines.

It is to be remembered that the two railways are not to depend for their western traffic on that which now exists. There are undeveloped mines of wealth on the Pacific coast that have long lain dormant for want of markets and enterprise to work them, but which will now attract notice and receive quick attention when rail brings them within reach. It has been a far cry to the Pacific.—*Montreal Herald*.

### "Future" Trading in Flour in Scotland.

Messrs. Alex. and Robt. Tod, great millers of Leith and Glasgow, Scotland, have adopted

the plan of selling flour for future delivery, which will no doubt compel all the large Scotch and English millers to follow their example while the smaller millers will have to do the best they can to hold their own against this new departure. Messrs Tod say in their circular.

"Very great changes have taken place in the wheat and flour trades during the last few years. Amongst others is the option of buying wheat for delivery in different months at different prices; and were this method adopted with flour it would enable us to cut the price more closely for each month than is possible under the present system. Also were a plain sack used and the flour weighed gross, as is done with all foreign flour, this change would, we feel convinced, tend very much to simplify and facilitate business and prove to the advantage of the buyer as well as the seller. We propose in future to offer our flour as above indicated; but if instead of a plain bag and gross weight (as we suggest, and which we think will prove more advantageous to the buyer), the present plan of a branded sack and net weight is preferred, we shall be quite agreeable. In that case the price will be 1s. more. These branded mill bags we shall buy back at 1s. each as heretofore, and the plain bags 4½d each, when returned in good order. We do not propose any change in the existing rates of discount for cash, which at present low price of flour are extremely favorable for the buyer. While we venture respectfully to suggest this change, we do hope it will commend itself to your judgment."

The delivery prices of flour for July, August and September are the same, after that they advance three pence a month, making a total increase of a shilling for the January over the July, August or September figure.—*The United States Miller*.

### Excellent Interest Rules.

The answers in each case begins in cents, separate the two right-hand figures of answer to express in dollars and cents.

Four per cent.—Multiply the principal by the number of days to run, separate right-hand figure from the product, and divide by nine.

Five per cent.—Multiply number of days, and divide by seventy-two.

Six per cent.—Multiply number of days, separate right-hand figures, and divide by six.

Eight per cent.—Multiply by number of days, and divide by forty-five.

Nine per cent.—Multiply by number of days separate right-hand figure, and divide by four.

Ten per cent.—Multiply by number of days, and divide by thirty-five.

Twelve per cent.—Multiply by number of days, separate right-hand figure and divide by three.

To find the time in which a sum of money will double itself at a certain rate of interest divide seventy-two by the rate of interest and the result will be the number of years. For example, at four per cent. money will double in eighteen years; at eight per cent. it doubles in nine years. The rule is correct to within a fraction of a year from all rates from three per cent upward.—*The United States Miller*.