A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

'S THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Princeton, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Adair, Adel and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine; Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run entirely between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through Sleeping Cars are also run between Davenport and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You get an entire meal, served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments, checkers, etc., for purposes (and the immense passenger business of this line guaranteeing the necessary patronage) the Company runs Palace Dining Cars for meals, and Palace Sleeping Cars for sleeping purposes, and Palace

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Ticket and Pass'r Agt., Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE	
Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.

ARRIVE	
Daily Express	6.15 p.m.
Mixed	9.40 a.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern, a way, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Ticket Office in the Depot, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.

C. H. CLARK, Gen. Supt. 490

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To take Effect January 20th, 1881.

NAME OF STATION.	No. 1 Passenger	No. 3 Passenger	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood'n'Cross	7 25	4 05	50
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 25
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger	No. 4 Passenger	Fare.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 20	7 10	1.00
Farmington	10 40	7 30	1 25
Centreville	10 55	7 45	1 50
*Woods Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.30 a.m., arriving at Ogden at 11.30 a.m., leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 p.m., arriving in Salt Lake City at 6.45 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 13, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Freight.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan		8 40	50
Germania		9 10	55
Lovendahls		9 20	60
Junction	7 27	9 35	75
ARRIVE AT			
Sandy	7 40	9 45	85
LEAVE			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 58	11 30	1 80
Pleasant Grove	9 06	11 40	1 95
		P. M.	
Provo	9 27	12 45	2 20
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 05
Payson	10 02	2 15	3 90
Santaquin	10 10	2 40	4 25
Mona	11 20	3 45	4 35
Nephi	11 00	4 00	4 75
ARRIVE AT			
Juab	12 20	5 20	5 85

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A. M.	
Juab	1 00	7 00	
Nephi	1 40	8 00	75
Mona	2 40	9 00	1 15
Santaquin	2 50	10 00	1 75
Payson	3 20	10 15	2 00
Spanish Fork	3 45	10 35	2 50
Springville	3 58	11 00	2 75
Provo	4 20	12 05	3 00
Pleasant Grove	4 33	1 40	3 25
American Fork	4 43	1 50	3 40
Lehi	4 56	2 05	3 55
Draper	5 12	2 20	4 30
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVE			
Sandy	5 50	4 00	
Junction	5 44	4 55	4 75
Lovendahls	5 30	5 10	4 90
Germania	5 20	5 20	5 00
Morgan	5 07	5 35	5 05
ARRIVE AT			
Salt Lake	4 30	6 00	5 10

Nos. 1 and 2 will be run Daily.

Nos. 3 and 4 will be run Daily, Sundays excepted.

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Nevin	6 40	50	2 50
Beaver	7 15	60	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	96	5 00
Mills	11 20	112	5 75
ARRIVE AT			
Juab	12 00	121	6 25

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	1 40	9	50
Lemmington	3 00	25	1 25
Riverside	4 15	43	2 25
Deseret	5 05	59	3 75
Nevin	6 20	71	3 75
Black Rock	8 20	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R.R. LINE.

CONTINUOUS ALL-RAIL ROUTE!
NO CHANGE OF CARS!!
ONE ROAD, ONE MANAGEMENT!!!

—FROM—

CHICAGO

—TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City,

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all EXPRESS TRAINS.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.

With the popular vestibule Sleeping Car.

Reaches Pittsburg 3.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 1.15 a.m.; Baltimore 8.20 p.m.; Washington 9.00 p.m. next day.

5.15 Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p.m.; Harrisburg 10.55 p.m.; Philadelphia 3.35 a.m.; New York 6.45 a.m.; special Philadelphia Sleeping Car on this train, which remains in depot until 7.30 a.m., affording Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express Except Sunday.

With Drawing Room Sleeping Cars.

Reaches Pittsburg 7.30 p.m.; Harrisburg 2.50 a.m.; Baltimore 7.45 a.m.; Washington 8.00 a.m.; Philadelphia 6.00 a.m.; New York 9.35 a.m. Through Baltimore and Washington Sleeping Car on this line.

FARE ALWAYS AS LOW AS ANY OTHER LINE.

Through Tickets for sale at all Principal points in the West. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

E. B. MYERS, General Passenger and Ticket Agent, CHICAGO.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction, at 7.45 a.m.
" Copperton, at 7.55 "
" Revere, at 8.25 "
Arrives at Bingham at 9.15 "

Leaves Bingham at 2.50 p.m.
" Revere, at 3.20 "
" Copperton, at 3.50 "
Arrives at Junction at 4.00 "

ON SUNDAYS.

Leaves Bingham at 4.00 p.m.
" Revere, at 4.30 "
" Copperton, at 5.00 "
Arrives at Junction at 5.10 "

J. G. KENNEDY, Manager.

S. D. RICHARDS, Ass't Supt.

EVENING NEWS.

Saturday, March 12, 1881.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FORTY-SEVENTH CONGRESS.

SENATE.

WASHINGTON, 11.,— Edmunds took the oath of office for the new term.

Pendleton called up the resolution for the formation of the Senate committee.

Davis, Illinois, declined the chairmanship of the judiciary committee, and recommended to substitute the name of Garland for the position.

The Vice-President sustained Conkling's point that reorganization was not now in order.

Pendleton appealed.

After a long discussion, but without voting on the appeal, the Senate went into executive session.

When the doors were reopened the Senate adjourned until Monday.

The executive session was almost wholly consumed by ineffectual attempts to reach an agreement as to fixing a day when the final vote shall be taken in the organization of committees. No nominations were conclusive.

AMERICAN.

CAPITAL NEWS.

Against National Banks.

WASHINGTON, 11.—The cabinet instructed Secretary Windom to prepare a decision on the national bank question, which will be published possibly this evening.

The point of the decision of the cabinet on the withdrawal of circulation is contained in a letter written by Secretary Windom to the Cleveland bank which had ordered the withdrawal of $180,000 circulation, but subsequently desired to cancel the order and take back the deposit made for the purpose. The Secretary says: It has been decided that precedents of the department in similar cases should be adhered to and no return in legal tenders be made. In this connection it should be stated, that no apprehension of unfavorable results need be entertained in this matter. Since the 25th ultimo the department has paid for bonds purchased about $6,000,000 and is to-day paying out on like account an additional amount of $5,000,000. In addition to these payments, there has been advanced from the treasury since the 1st inst., to meet the payment of arrearages of pensions, the amount of $7,580,844, and on the 1st proximo there will fall due of interest more than $700,000, and there is on hand of incomplete national bank notes which can be issued at once to banks the amount of $4,000,000, which in the aggregate, it will be observed, will take an amount from the treasury largely in excess of the amount of legal tender notes which have been deposited by banks since the 19th ult., and which it is now desired should be returned.

Letters have also been received asking if the identical United States bonds held as security for circulating notes which were recently withdrawn by national banks can be redeposited without transfer. This request will be granted if the bond bears no assignment except that of treasurer of the United States to the bank receiving it.

Regarding the wish of national banks concerning their orders for retiring circulation, which order was given under the impression that the funding bill would become law, the opinion among treasury officials generally is that the decision will be against the banks, that once having given up their circulation, there is no way to get it back, except to go through the circumlocution of reorganizing and applying as new banks. This will occasion a great deal of trouble and some expense. Senator Sherman thinks the experience of banks in this particular will be good for them, and that they will not again go off half-cocked.

Davis Declines.

David Davis created surprise by refusing the chairmanship of the judiciary committee to-day.

In declining the chairmanship of the judiciary committee, Davis recited facts connected with his election in 1877 by the Illinois legislature, and said no man ever entered Congress freer from political control or personal obligation than I did four years ago. I had been identified with the republican party, and still look back with pride to its grand achievements. The extreme measures after the war, the excesses incident to civil strife drove tens of thousands into the liberal movement of '72. I found myself in company with Charles F. Adams, Horace Greeley, Carl Schurz, Murat Halstead, Stanley Matthews, R. E. Fenton, Jno. Wentworth, Samuel Bowles, Lyman Trumbull, Whitelaw Reid and others known to fame, who had been conscientious republicans, some of whom have returned to the fold from which they had separated, doubtless prompted by patriotic motives. I have never acted distinctively with the democratic party, and unless its methods are changed and its wisdom broadened there is little prospect of my revising opinions calmly formed. The country would be materially benefited by the reconstruction of both parties, especially since the errors of one seem to perpetuate the power of the other. I have voted on all public measures according to my conviction of right, and purpose to continue that course. An honorable recognition of the trust generously confided to my keeping by democratic voters in 1877 requires me to sustain the existing organization of the Senate, for which I disclaim all responsibility. Partisan ties are satisfactory neither to me nor my judgment. In giving this vote, it is proper for me to say, whatever may be the result, that I can accept no honor at the hands of either side. The country needs rest from sectional strife, the voice of patriotism and the benefits of fraternal fellowship, north and south, east and west. Every good citizen should desire the success of the administration, for we all ought to have common interest in the glory and greatness of the republic. Measures intended to advance either shall have my cordial support. The President and his cabinet are entitled to a fair hearing, and to be judged impartially by their acts. If they fail to justify public confidence, it will be a misfortune which had overtaken other administrations having equally good intentions and prospects. I shall vote for the appointment of these committees, except the judiciary committee, and though I am thankful to my friends, I must decline the position of chairman.

The Democratic Struggle for Supremacy.

In the democratic caucus, to-day, some senators favored asking republicans when they would be ready to go ahead. Others thought business should not be delayed because there were vacancies. Vance proposed to pair with four republicans or republican vacancies, and ask republicans to go on with the organization, but the majority overruled this, and decided to go right on. The caucus virtually agreed to the suggestion of Garland that if republicans would name an early day when they will participate in the organization the democrats would accede to their wish on the subject. Wednesday or Thursday will probably be fixed as the date.

Republicans, to-day, claim Mahone positively. Democrats claim that he will not vote on the organization at all.

Democratic senators in caucus unanimously agreed to carry out the programme agreed upon for the immediate organization of Senate committees.

A republican caucus was held, it is said, to consider the democratic proposition.

Despite the confidence of republicans that Senator Mahone will side with them in matters of organizing the Senate, there are equally confident assertions on the part of the democrats that he does not intend to vote on any question of organization at this session. They say county elections in Virginia take place soon, and readjuster candidates are writing to Mahone that he will destroy all their prospects by acting to any extent with the republicans. One democratic senator to-day asserted in the most positive manner his knowledge that Mahone will not take part in the organization, and if he refrains from voting, this, with Senator Davis' vote, will give the democrats one majority. From the best indications, however, it would seem that although Gen. Mahone still maintains great reserve as to his purposes, the chances are very decidedly in favor of his acting with the republicans in the entire matter of organization, and there is strong reason to believe that at least two republican Senators have been authorized by him to give to the republican caucus a positive assurance of his support in return for prospective federal assistance in the scheme of consolidating the Virginia republicans with his party on State questions. The republican caucus, acting on this belief, went so far to-day as to appoint a committee of seven to prepare a list of Senate committees with a view to electing them with the aid of Mahone's vote, early next week.

The Chinese Treaties.

There has been no indication on the part of the democrats of their purpose to consider the Chinese treaties at the present executive session. Intelligent Californians here who have closely studied the treaties do not anticipate that any dangers will result from a too liberal interpretation of the terms, laborers, students and travelers, and believe the treaties should be ratified, as they give our government the whole control over the question of immigration.

The N. Y. *Herald*, in urging the Senate to organize and proceed to business, says: There is the Chinese treaty awaiting ratification. If Chinese labor is an evil why not take the Chinese at their word and suppress emigration. These Chinese have given us the power, and we should use it. We can use it when the Senate confirms the treaty.

New York, 17.—The *Times* prints a long letter from Fabee on Chinese emigration, and the recent treaties in which he states that there has been no increase of Chinese immigration to the United States during the last decade. The emigration and immigration is almost wholly confined to those who have been resident here within 25 years. There has not been during the past decade enough fresh immigrants arrived to fill the places of those who have died and finally returned to their homes. The other query as to what effect restrictive legislation will have upon that class now in this country, I answer, that it will have the tendency to keep them here and wipe out of existence the two splendid lines of steamships now plying between this port and Hong Kong.

The Mission to Mexico.

CHICAGO, 11. — The *Tribune's* Washington special says: There is current gossip respecting the mission to Mexico. This mission, it is said, at the request of General Grant, has been placed at his disposal. He desires to have John Russell Young go as minister, but Young himself prefers the Chinese mission. Should Young decline the Mexican mission it is possible General Grant may suggest the name of ex-United States Senator Paddock, of Nebraska. General Grant takes great interest in the Mexican Mission. He has large business interests in connection with railroad and other enterprizes, the ultimate object of which is the commercial conquest of Mexico. In two years, it is now expected, there will be direct railroad communication with the City of Mexico and the Southern Pacific is already completed. Through the influence of railroads it is anticipated that American merchants will obtain in Mexico commercial supremacy, which is now maintained there by Europeans. General Grant much desires to have a progressive man sent there as minister, who will be a help to all American projects, the object of which is to facilitate commercial intercourse between the two countries. He has selected John Russell Young as such person.

Brady's Crookedness.

Tribune's Washington: Those who are conducting the case of Hinds against Brady review Brady's attack upon Hinds and claim that Brady has in no way defended himself from the charges made. The letters which he produces Hinds' people say, deny nothing and do not go to the merits of the question. The Hinds people renew the charges that Brady divided an $8,000 bribe with S. P. Brown, which was obtained from John Walsh, a wealthy Star route contractor. They say that S. P. Brown is a partner of Brady in some timber land in Canada; that a regular arrangement is made through the sixth auditor's office by which Brady, or some one in his interest, received money. Mr. Hinds stated that Brown, the alleged partner of Brady, informed him (Hinds) that he divided $8,000 with Brady in Walsh's house, on Tenth Street, in April, '79.

The Only Railroad Entrance.

The Louisville *Courier-Journal's* correspondent here learns that a small group of individuals have secured in behalf of the Northwestern Railroad, the Bear Butte Canyon, which is the only possible available entrance for a railroad into the Black Hills, whither the Northwestern and Milwaukee and St. Paul railroads are running a race. John A. Simley, an old government contractor and freighter, first secured the canyon and adjoining land, and organized a railroad company into which he has, according to this story, just admitted certain Northwestern officials. It now looks as though the St. Paul road would be shut out by this arrangement from the Black Hills.

Heavy snow storms prevailed in Iowa last night and to-day, and the railroads are again seriously blockaded. On the Illinois Central only one train has arrived to-day, and 200 miles of track is snowed up. The Rock Island is also suffering from the same cause.

Mexican Schemes.

NEW YORK, 11.—A *Times'* Boston special says: The Sinaloa and Durango Railroad and Tepiobampo and Pacific Railroad and Telegraph Companies, for which charters have recently been obtained under the general laws of this State, are attracting attention. The latter road comprehends a main line of about 550 miles, running from Eagle Pass on the Rio Grande, across Teploimyo Bay, about 180 miles above Mazatlan, on the Pacific Coast. The scheme is to get it on paper, and the grants and concessions which are so essential in railway projects, are yet to be obtained. General Butler is said to be one of the committee of projectors now on the way to Mexico to confer with the Mexican authorities in regard to these matters, and it is also stated that Grant is interested in the matter. The incorporators include Mayor Prince, of this city, Judge J. G. Abbott, E. A. Pratt, G. W. Simons, T. A. Dodge, T. B. Lewis, U. S. Grant, Jun., and J. H. Buck, of New York; J. B. Price, of Jefferson City, Mo.; Juan Escobar, El Paso, Del Norte; B. H. Carman, of Mazatlan, Mexico; A. R. Owen, of Chester, Pa., and W. S. Chapman, of San Francisco.

The organization of the Sinaloa and Durango Company, to run about 200 miles to Durango, where it will connect with the Mexican Central, has just been effected, with Thomas M. Hart as president, Robert L. Symons, vice-president, and Spencer W. Richardson, treasurer. Among the incorporators are Elijah Smith, C. W. Pierce, H. W. Dodd, E. D. Barbour, J. S. Cumston and F. L. Henderson, of Boston.

An Explanation.

David N. Carvalho, expert in the employ of the Whittaker counsel, said yesterday to a *Tribune* reporter: "This so-called discovery that words have been erased from the note of warning is absurd. Southworth is an old photographer, and he believes implicity in that art. Now if you should take any piece of paper, and have an enlarged photograph taken of it, you can see on it any words that you want to. The fibre of the paper runs in a thousand ways, and you can see apparently 1,000 words written there. Southworth has allowed his imagination to run away with him, that is all."

Casualties.

CLARKSVILLE, Mo., 11. — B. G. Read, superintendent of the paper mill at this place went into the basement of the mill to oil a shaft journal, was caught by a nut on a pulley wheel which carried him around the shaft a number of times and both his hands and feet were beaten off by striking the floor above. The bumping on the floor attracted the attention of the engineer who shut off the steam, and on going into the basement Read's mangled and dead body was found hanging from the shaft.

St. Louis, 11. — A construction train on the Dallas & Wichita Railroad was thrown down an embankment to-day and five employes of the American Improvement Company were seriously injured, viz: Mack Meaner, skull fractured, fatally hurt; C. V. Walker, leg and hip fractured; John Moran, hips, back and internal injuries; Owen Donnolly, back and both legs; Hugh Baker, hurt all over; recovery doubtful. All were placed in a hospital and are being properly cared for.

Denver, March 11.—The train from Leadville jumped the track this morning near Thompsons. The sleeper turned a complete somersault and landed in the Platte river, down a twenty-five foot embankment. All passengers more or less scratched and bruised, only two, L. J. Smith, of Leadville, and H. J. Stennard, Pullman conductor, were seriously injured.

Omaha, March 11.—Owing to heavy rains yesterday afternoon and evening, the Union Pacific track was flooded in several places between Grand Island and North Platte, and the west bound express was laid up all night at Kearney, and the east bound express at North Platte. They began moving again early this morning.

Buffalo Boiler Bursts.

BUFFALO, March 11. — A large boiler in the Phœnix Boiler Works, owned by Donaldson & Patterson, exploded this afternoon, instantly killing six men and wounding seven. Patterson, one of the proprietors, is among the killed. Manufacturing boilers is their business, while a specialty is made of testing old boilers. The old boiler belonging to the tug boat, Mary E. Pierce, in use eighteen years, was being tested, when, without any apparent cause, it bursted.

The works are 100 feet long, 80 feet high and 40 wide. Patterson was, with a ponderous mass of the exploded boiler, hurled across the street and through a solid board fence, to which portions of his entrails and a fragment of his limbs clung, while his legs were recovered 50 yards further away. The others killed were scattered in all directions. The force of the explosion was so great that windows of buildings nearly half a mile distant were blown out, and many people in the houses in the vicinity were thrown to the ground. Tables were overturned and window demolished and the adjoining buildings shaken to their foundations. A large piece of the exploded boiler was thrown hundreds of feet in the air, and falling crushed through an elevator roof 500 feet away. The dome of the boiler was thrown a hundred feet in the air and landed half a mile distant. The known killed are Robert Patterson, age 56, married, and leaves a wife and six children; John Langenfeld, aged 38, unmarried, remains buried almost beyond recognition; Francis Chadwick, age 62, engineer in charge of the boiler; his side was blown away and he bled to death; he leaves a wife and three children. William Wager, married, blown to pieces; he leaves a wife and four children; William Gibson, a nephew of Patterson, was blown through the shop and across the street; he leaves a wife and three children. An unknown man was bruised and blackened beyond recognition.

The wounded are Carl Otto Voltz, both legs blown off, cut in the back and chest, cannot recover; George Renner, leg broken, head bruised badly; Henry Mackey, left leg broken, head cut, injured internally, will probably die; Robert Meyeck, left side of his body and face badly cut; he was standing 20 feet from the boiler when struck and will recover; Michel May stood about 10 feet from the boiler, and is hurt in the stomach and left side of his face; Wm. Chorr, right foot smashed, will recover. Sixteen men were employed in the works at the time of the disaster.

An Omaha Fire.

OMAHA, Neb., 11.—At 11.30 this morning a fire broke out in Ish & McMahon's drug store in a very singular manner. A boy was passing a stove in the rear part of the lower story, with a jar of liquid tar preparation and the bottom fell out of the jar, the tar was instantly set on fire by the stove and spread rapidly, filling the store with smoke, driving everybody out. The flames soon communicated to every part of the building, a three-story brick structure, and inside of three-quarters of an hour it was destroyed, together with the contents. S. P. Morse & Co's dry goods store, was completely flooded and smoked, and Milton Rogers & Son's store and hardware store was served the same way, and the upper portions of both buildings were damaged. Ish & McMahone's stock was valued at between $25,000 and $30,000. The building was owned by Ish, and cost $30,000. S. P. Morse & Co. carried a stock of $60,000, which is damaged about 50 per cent. Milton Rogers & Sons, carrying a stock of $50,000, estimate their loss at over $ 0,000. Dr. V. H. Coffman, whose office was in Ish's building, lost his library and instruments, valued $5,000, on which there was no insurance. The total loss is estimated at $90,000. Ish & McMahon were insured for $12,000 on stock and $18,500 on building. Milton Rogers & Son's loss is covered by insurance. S. P. Morse & Co. carried about $50,000; insured.

A Family Stampede.

KANSAS CITY, Mo., 11.—This afternoon, at 4 o'clock, John Kerwood, a painter, was shot and killed by his step-son. Kerwood came home intoxicated. He had been maltreating his wife, when neighbors interfered and sent for the boy, Frank. Upon interposing, Kerwood struck him with a poker and other wise roughly handled him. Seeing no way of saving himself and mother from the drunken fury of the man, the boy pulled a 32-calibre target pistol and fired three shots. One took effect between the fifth and sixth ribs, below the heart, causing death in two minutes. The boy, who is but 16 years old, was arrested. Inquest to-morrow.

BRIEF TELEGRAMS.

Arrests of Land Leaguers continues.

An additional battery of artillery is ordered to the Cape.

Robert Lincoln has assumed his duties as Secretary of war.

Garfield received army and navy officers on Friday evening.

Minister Lowell has received the particulars of Boyton's arrest.

Mohammedan Jan, the noted Afghan leader has been murdered.

The arms bill has passed its third reading in the House of Commons.

German citizens of Baltimore, on Friday evening, banquetted Schurz.

Von Putkammin will provisionally direct the German ministry of the interior.

It is proposed to fix England's portion of the Afghan war expense at £500,000.

In the London glass ball match—total score, three days: Scott, 2,883; Carver, 2,882.

On Thursday, 24th, the Candahar question will be debated in the British Parliament.

Twenty-four States have applied for charters for branch leagues of the Anti-Monopoly League.

The native increase of population during the past ten years has gained upon foreign immigration.

The Illinois Legislature has adopted a resolution thanking Garfield for providing for Robert Lincoln.

The U. S. government secret service has arrested 14 dangerous counterfeiters. More arrests to follow.

John T. Ritch, a farmer of political prominence, was nominated for Congress from Michigan, to succeed Conger.

It is thought Gen. J. A. Edgerton will be appointed to succeed Windom as United States Senator from Minnesota.

Transactions in wool at Boston during the past week have been upwards of 2,000,000 pounds but the business was far from satisfactory.

At Twin Lake, Michigan, on Wednesday, French Joe, a mill fireman, was murdered by unknown parties, who took $300 from his person.

At Nashville, on Friday, Bob Bradford, a negro, digging a foundation, was buried fifteen feet deep in dirt, and was taken out dead.

Hon. Geo. C. Gorham will receive Mahone's vote for Secretary of the Senate, and it is understood that he is without a rival candidate for the position.

A relief party of Orange laborers has left for Galway, to assist Canon Flemming, who was recently fired at, and for a long time has been boycotted on account of sectarian animosity.

Hon. George C. Bates, formerly United States district attorney of Utah, is reported in a critical condition from a stroke of paralysis, at Leadville, Col.

The government intends to associate Sir Hercules Robinson, governor of the Cape colony, with Gen. Wood, in connection with the negotiation with the Boers.

Caird, Williamson & Co., general merchants and producers' agents, London, have failed. Liabilities £100,000. The failure was caused by that of Rushton Brothers.

A band of Indians have been depredating in Nolan County, Texas, and they attacked a party of Texas and Pacific railroad graders, wounding several of them, and then escaped.

Californians are again complaining of the timber act of '78 and Schurz' rulings thereunder. They have to go too far to land offices to verify applications for timber before the register or receiver.

D. W. Washburn, chief engineer of the Texas and Pacific railroad, has been appointed chief engineer of the Fort Worth and Denver railroad, and R. Montgomery has been made right of way agent.

The governor of Minnesota has appointed Greenleaf Clark and William Mitchell to fill the two additional judgeships of the supreme court created by the legislature, and Charles M. Hart to the district judgeship held by Mitchell, promoted to the supreme bench.

The action brought against Chas. Bradlaugh to recover £500 penalty for having voted in the House of Commons without having taken the oath, has been decided against Bradlaugh, the judge holding that the right to affirm instead of take the oath did not extend to the Commons. Bradlaugh appeals.

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