

the southern part of the city is undated, fully 500 houses being surrounded. No trains reached the city from any direction this morning. The only trains on the Rock Island and Burlington being compelled to stop several miles beyond the city limits and transfer their passengers by wagon and boat. Communication between this city and Omaha was suspended to-day. There are from 500 to 600 strangers in the city water bound.

St. Paul, 23.—The Pioneer Press special from Fargo, on the Red River, states that the river is rising rapidly, though no danger is expected. The ice has commenced to break at Fargo, Grand Forks and Pembina, and the river is expected to clear in short time.

St. Louis, 23.—The street railway like of conductors and drivers this morning greatly crippled travel. The line gave in to the strikers, but the others, owned mainly by ex-congressman Erastus Wells, held out.

A car on the Market Street road, having an old conductor and a new driver, was mobbed at Sixth and Chestnut Streets by a gang outside, and the conductor seriously hurt on the head. Aside from this there is no disturbance. The Fifth Street line, the longest one in the city, has at six cars running.

Later.—The street employees are still holding out in their demands for more money or less work. One of the principal lines has acceded to the demands, but the action of others is uncertain.

Washington.—The Avenue Blues have but 10 cars between them. It looks now as though it would be impossible to get men to replace the strikers, as the public favor the men and cheer them as they march through the streets.

ALLENTOWN, Pa., 23.—John Symphome, a Hungarian, who has been asleep at the poorhouse for 72 days, and who awakened for the first time yesterday, arose again this morning, bolted the room door and jumped out of the window, falling 15 feet. When picked up, it was found that two of his ribs were broken and his spine injured so badly, he is not expected to live.

Cincinnati, 23.—Last Sunday, John Mooney fatally assaulted his wife with a hatchet. Her daughter attempted to interfere, when Mooney threw the hatchet at her, almost severing her arm. Mrs. Mooney refusing to inform the police of the injuries, nothing was known until the facts were discovered by the coroner's investigation. Mooney is in jail.

Boston, 23.—Eliza Pope, aged 36, residing at No. 4 Jasper Place, was brutally murdered this afternoon by James Fracy, who went into her room and attempted an outrageous assault upon her. The woman, resisting his attempt, was beaten with an iron poker so that she died in a few minutes. Fracy was arrested.

San Francisco, 23.—A Salina dispatch says: The residence of H. S. Ball, mayor of the city, burned last night. Mr. Ball was absent at the time of the fire. When the flames were subdued, the bodies of Mrs. Ball and her two daughters, Henrietta and Mary, were found in the ruins. The origin of the fire is unknown.

St. Louis, 23.—Gathlieb Dreckhage, a German, 46 years old, the keeper of a saloon at No. 2,600 Columbus Street, blew his brains out this morning in his bedroom over his blood. Despondency caused by drink and being heavily in debt is the cause.

OMAHA, 25.—The situation, both at Omaha and Council Bluffs and at all points in this vicinity, is becoming hourly more alarming. The river rose an additional four inches above low water mark or about 20 inches above previous high water mark. All buildings on the Omaha levee have been abandoned and the people are anxiously awaiting the result. There are a few dwelling houses, small frame structures, not more than 75, that are imperilled, but the principal interest is centered in the Union Pacific shops, smelting works, packing houses and lumber yards. There is between four and five feet of water in the smelting works which are located close to the channel of the river. As yet the buildings and brick smoke stacks stand all right, but considerable loss has been sustained by damage to material, principally to a large quantity of blue vitrol and acids. A frame slaughterhouse floated down and struck a boom this morning near the Union Pacific shops and broke it, letting loose a large lot of telegraph poles. Three large ice houses have fallen

down. At Boyd's packing house there is 20 inches of water and 1,300,000 pounds of meat have been piled up out of danger. The lumber yards are utterly demoralized, everything afloat but held by booms. Nearly every office, shed and other building in the yards are floating or toppled out of position. Union Pacific trains arrived and departed from Omaha on time to-day, taking out delayed passengers. To-day's passengers from the eastern roads arrived here to-night. The transfer by skiffs is kept up between the transfer depot and eastern trains, which cannot come within two miles of the transfer on the east side of the river. The Chicago, Burlington and Denver, Chicago, Rock Island and Pacific, and Wabash, St. Louis and Pacific trains all run to a dry spot near the deaf and dumb asylum, on the southeast outskirts of Council Bluffs, to which point the skiffs run. The Chicago and North Western trains cannot get within three miles of Council Bluffs, and have to transfer with wagons and then with small boats. Kansas City, St. Joe and Council Bluffs trains have been entirely abandoned, the track being under water for 20 miles. To-day a large number of skiffs were employed in transferring mails both ways, between the Union Pacific transfer and the eastern railroads. A large flat boat has also been engaged for this purpose. It is a two masted sail boat, capable of carrying 10 or 12 tons. All the mails were transferred to-day, but very little baggage or express was handled. Not more than one dozen sacks of through western letter mail went out on the Union Pacific to-day, but to-day's western mail will go out on to-morrow's train, about a carload having been brought over to Omaha this evening on trucks. All the boats sail through the streets of Council Bluffs in the lower part, where several hundred houses are abandoned, and in which the water varies from three to five feet in depth. It is estimated there are fifteen hundred people driven from their homes. Many of them are staying with friends in a higher part of town, and several hundred are being taken care of in the Court House and public halls and buildings at the city's expense as was done during the previous flood. Sidewalks are all afloat, and fences are being washed out, as are also all the railroad tracks. The Chicago and North Western depot is used for a landing place for parties wishing to walk up to the business part of town which is not flooded. The Union Pacific transfer to the North Western depot by boat is one mile. A person starting at the northern city limits to the southern limits can sail almost in a straight line through thickly settled streets. The territory of at least fully one half of the city is under water. The inundated portion is occupied mostly by poorer people, by the railroads, depots, stockyards, etc.

A report from Sioux City is that the Big Sioux river rose four feet yesterday, and would reach the Missouri river last night. It was doing considerable damage and will cause an additional rise in the Missouri. Covington, Nebraska, opposite Sioux City has again been entirely submerged and the people have gone over to Sioux City. The river is washing the Union Pacific track between the east end of the bridge and the transfer depot, and to-day a portion of the bridge had to be extended the length of several feet. The current is growing stronger and stronger on the Iowa side at that point and threatens serious damage.

The Missouri raised six inches more since last night and reached a standstill at 9 this p. m. Railway connections are maintained by boat transfer at Council Bluffs.

A prairie fire to-night threatened property at Fort Omaha, and the garrison was called out to check its progress. A heavy rain set in at 11 p. m.

NEW YORK, 25.—The Times, this morning, has the following from a special Washington correspondent: Those who claim to know all the points of the investigation which is being made into the methods of the Star rings say half has not yet been made public, and will not be until measures are taken to bring Brady to justice and the penitentiary if possible. The whole steal is divided between what is known as the Dorsey gang and Salisbury party, the latter being by far the most extensive operators in the swindle. The Dorsey gang is composed of J. W. Dorsey, J. M. Peck and J. R. Miner, who have acted as blinds for Stephen W. Dorsey, ex-senator from

Arkansas, and secretary of the republican national committee, bidding for and receiving contracts. J. W. Dorsey is a brother of Stephen W. Dorsey. Only a little over three years ago, he was a farmer in Vermont, an ignorant stupid specimen of humanity. He was not so stupid that his more brilliant brother could not use him as a cat's paw to pull gold from the public treasury, and he was brought out to Washington for this purpose. J. M. Peck, the second worthy of the trio, is a brother of Stephen W. Dorsey, having married a sister of the latter's wife, and J. M. Miner is a partner of the great original Dorsey himself. He was brought from Sandusky, Ohio, expressly to go into the Star route. The business amount known to have been pocketed by the Stephen Dorsey gang in excess of the amount called for by their original bids is not less in round numbers than \$412,000. What percentage of this was transferred to Brady, as his share of the spoils, only Stephen W. Dorsey and his partners can tell. The firm of Gilmer, Salisbury & Co., which did a more extensive business in the swindles than the Dorsey crowd, is composed of J. T. Gilmer, Munroe Salisbury and O. Y. Salisbury, a younger brother of Munroe, J. T. Gilmer was formerly a stage driver over the Holiday overland route from St. Joseph to Sacramento, Cal. He was a very ignorant man and could scarcely write his own name, but he had a shrewd eye for business. In '68 he formed a partnership with the two Salisburys, and bought out the stage line of Wells, Fargo & Co., over which most of the mail in the Territories were at that time carried. Since then the firm has been engaged in the Star route business and made a large fortune. Among the agents who have made straw beds in the interest of these firms are V. W. Parker, T. A. McDevitt, A. S. Patrick, Luke Voorhees, Geo. H. Platt, O. J. Salisbury, Patrick & Brown, A. H. Brown, G. W. Messerole, C. A. Casgrove, W. A. Giddings, C. D. Seely, F. W. W. Gilmer, a brother of J. T. Gilmer, W. D. Hill, Hugh White, Salisbury and Nichols, Wm. Hamilton M. V. Nicholls, and Wm. H. Force. The excess of pay received the Gilmer and Salisbury combination over that called for by the original contracts amounts to the neat little sum of \$778,508, with more still to hear from. In addition to the money given these large contractors, who made their bids through the straw agents, small fortunes have been divided between Brady and the smaller contractors who made their bids on their own account. In Louisiana Dr. J. H. Petterson secured an excess of \$40,261 on a route of 261 miles. Dr. Petterson was formerly a member of the Warmouth ring in Louisiana, but now lives in this city upon the income derived from his dealings with Brady. Chase Andrews, who received on two routes, each 20 miles long, an excess of \$12,257, is a Washington man. He was formerly a clerk in the post office department here, but was removed by Postmaster General Jewell for malfeasance in office. J. A. Walsh, who secured an increase of \$158,475 on the route from Prescott to Santa Fe, Arizona, for which he originally contracted for \$18,500, is a native of Louisiana. When the war broke out he joined the rebel army, but after the reconstruction of Louisiana joined the Warmouth ring. He was indicted in New Orleans for making illicit whisky and was saved from imprisonment by Brady, who was at that time supervisor of internal revenue in New Orleans, and refused to appear as a witness against him.

The Times has copious dispatches on the Star route exposures, where from the following points are extracts: J. W. Dorsey, whose name appears frequently in the list of contractors is brother of ex-Senator Dorsey, of Arkansas, and is believed to be a representative of the latter in the Star route business. The ex-Senator is also believed to be interested in contracts held by J. M. Peck and J. R. Miner, and it is said that his interest in these contracts is equal to \$200,000 of the profits of the contract term. McDevitt, Foster, Messerole, Huntly and Force, whose names appear in the list of contractors, are connected with the firm of J. L. Sanderson & Co., in a general way, in the Star route business, and have the support of Chaffee, of Colorado, McCormick, of Arizona, Congress-man Page, of California, and other influential persons in the west. A. H. Brown was for several years contract, and corresponding clerk in the contract office, and was

in charge of the Star routes in California, Nevada, Oregon, and some of the Territories. When Postmaster General Jewell made a raid on the strawbidders in 1875, Brown was among those dismissed from the department. Immediately after his discharge he fled to Canada in order to avoid being summoned as a witness during the investigation ordered Jewell. Upon his return to Washington he cultivated Brady's friendship, and since 1877 has been in high favor in the contract office. A. S. Patrick, of Omaha, is Brown's partner, and Patrick is backed by ex-Governor Thayer, of Wyoming. Brown and Patrick were given the route from Rock Creek to Fort Custer at the rate of \$12,000 per annum, which was increased by Brady to \$90,000. Brown's intimacy with the contract office secured additional \$78,000. Salisbury, Gilmer, Voorhees and White constitute one firm, and pull together for their account and advantage. The firm maintains a representative constantly in Washington, whom they pay \$1,200 per annum to look after their contracts, and to see they are increased and expedited at proper time. Their attorney is Col. Joseph McKibben, a former member of Congress from California. McKibben has the privilege of the floor of the House of Representatives and was able to render efficient service during the congressional investigation conducted at the beginning of last year. These persons do not require any political backing being able through the manipulations of their attorney to keep matters all right at the postoffice department, and with some of the local newspaper writers who howl about the attempts being made to blackmail Brady and the Star route contractors and the firm represents, one of these writers, is said to have drawn on Salisbury last summer for a large amount of money which draft went to protest. It was subsequently paid, however, and the man who received the money gained over the newspaper, in which he is constantly intimating that those who are exposing the Star route iniquity are striving to blackmail Brady and the Star route contractors.

A London cable says: A special train bearing Lord Beaconsfield's body, left Paddington station for Wycombe, at 2:30 Sunday morning, and on the arrival of the train at Wycombe, the remains were transferred to Hughenden Manor and placed in the large drawing room. Owing to the secrecy of the proceedings, only about thirty persons witnessed the departure of the hearse from Curson street, and nobody witnessed its arrival at Wycombe.

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Take BROWN'S COUGH BALM.
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Use BROWN'S LIVER PILLS.
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Save your horses and buy the Peerless Reaper and Mower; it is no Horse Killer but is the horse's friend.
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Why do so many people we see around us, seem to prefer to suffer and be made miserable by Indigestion, Constipation, Dizziness, Loss of Appetite, Coming up of the Food, Yellow Skin, when for 75 cts., we will sell them Shiloh's Vitalizer, guaranteed to cure them? Sold by Moore, Allen & Co.

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A marvelous cure for Catarrh, Diphtheria, Canker Mouth, and Head Ache. With each bottle there is an ingenious nasal injector for the more successful treatment of these complaints without extra charge. Price 50 cts. Sold by Moore, Allen & Co.

DR. MOTT'S LIVER PILLS are the best Cathartic Regulators. (1)

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Bishop Layton, of Kayville, we understand is to use one of the new Massillon Separators with 10 horse power traction engines on his large wheat farm. The working of this above machine will be watched with much interest by the farmers in this section.

Massillon or Russell Threshers. Parties intending buying the above machines must put in their orders early.

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Mitchell "Spring" Wagons.
A Car to arrive next week, the only Spring Wagon with burr patent body. The finest express tops to accompany same, an examination is solicited.
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DR. ROGER'S VEGETABLE WORM SYRUP instantly destroys worms and removes the Secretions which cause them. (1)

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A large stock of Peerless Mowers and Reapers have just arrived they are pronounced by all who have seen them to be superior to any Mower or Reaper before offered in this market. A large consignment en route for this yard.

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The large number of Mitchell Wagons to be seen going out daily is the best evidence of the great popularity of the old reliable Mitchell Wagon; a large stock on hand.
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Shiloh's Consumption Cure.
This is beyond question the most successful Cough Medicine we have ever sold, a few doses invariably cure the worst cases of Cough, Croup, and Bronchitis, while its wonderful success in the cure of Consumption is without a parallel in the history of medicine. Since its first discovery it has been sold on a guarantee, a test which no other medicine can stand. If you have a Cough we earnestly ask you to try it. Price 10 cts, 50 cts. and \$1.00. If your lungs are sore, chest or back lame, use Shiloh's Porous Plaster. Price 25 cts. Sold by Moore, Allen & Co. 1

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A PARCEL CONTAINING A PAIR OF Pants, was left at Miss Colebrook's store, which the owner can have by proving property and paying for this advertisement.
sw&w 1t

SCOVILL'S BLOOD AND LIVER SYRUP,
a peerless remedy for Scrofula, White Swellings, Cancer, Erysipelas, Gout, Bilious Complaints, and all diseases indicating an Impure Condition of the Blood, Liver, Stomach, Kidneys, Bowels, Skin, etc. This Grand Remedy is a Compound of vegetable extracts, the chief of which are SASSAPARILLA and STILLINGIA. The cures effected by SCOVILL'S BLOOD AND LIVER SYRUP are absolute, and their record is undisfigured by failure. For sale by all Druggists.

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THE GREAT VEGETABLE CATHARTIC REGULATOR.

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Instantly destroys WORMS, and removes the SECRETIONS which cause them.

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