

By Telegraph.

FOREIGN.

CONSTANTINOPLE, 20.—Baker, Minister of the U. S., recently received information that the residence of American missionaries in Latatia, Syria, was violated by armed forces, he at once called upon the Grand Vizier and had a long conversation with him on the subject of the outrage. The Grand Vizier said he was waiting for a report from the Governor of Syria, and could take no action until that was received, but he promised most positively that the Porte would give the U. S. government full satisfaction if wrong had been done.

RIO JANEIRO, 21.—The gunboat *Panama*, of the Argentine revolutionists' flotilla, has been voluntarily surrendered to the government fleet; her crew landed at Montevideo.

The government of the Argentine Republic has stopped the mails from Buenos Ayres for Europe.

BERLIN, 21.—In the Reichstag to-day, Liebknecht offered a motion for the release of several democratic deputies. Windhorst supported the motion and, speaking of the frequency of arrests, said even an ambassador was not safe. Bismarck replied to Windhorst and said that the deputy had failed to show that any arrest made by the government was illegal, and the frequency of arrests was due to the increasing frequency of infringements of the laws. This was even the case in grades of society whose first duty it was to foster respect for the law. Bismarck said he was quite ready to discuss this question of arrests. Larker said he was opposed to a discussion of the motion at present, preferring its postponement until after the debate on judicial reforms; he regretted the absence of a preliminary public examination into the cases of persons arrested, which would have prevented the dissemination of dubious rumors. Riechensponger spoke of the persecution and imprisonment of bishops for conscience's sake. Bismarck, in reply, said that Reichensponger placed the subjective conscience above the objective law. The Ultramontane and Social Democrats hold ideas of conscience which cannot be adopted as a standard. After further debate Liebknecht's motion was rejected.

MONTREAL, 21.—A London cable dispatch says that the appeal to the courts in the case of Guibord, whose remains were refused interment in consecrated ground because he belonged to a society whose members were excommunicated, has been decided and the remains have been ordered to be interred in holy ground.

DUBLIN, 22.—The Pope has written to cardinal Cullen, thanking him and the Irish bishops for their condemnation of the address by Tyn dal at Belfast, and declaring that nothing is to be so much dreaded as "those spiritual pirates whose trade is to despoil the souls of men."

LONDON, 23.—A dense fog enveloped a portion of England, on Saturday and Sunday. Steamboats on the Thames have suspended running for two days. At Liverpool forty boats stopped. Railroad accidents are reported at Wolverhampton, Shrewsbury and elsewhere; at Newport, in Monmouthshire, a collision occurred in which fourteen persons were injured.

A St. Petersburg special gives an account of a recent conflagration in Cronstadt, and says that letters have been found threatening similar fires in other cities; there is no clue to the incendiaries.

The editor and part proprietor of the Berlin *Tagblatt* says that a person intimately connected with Von Arnim, offered, on the 19th of August last \$35,000 for the privilege of influencing the editorials of that journal.

A Berlin dispatch says that prosecutions abound, growing out of the Arnim affair; three indictments have been found against the Frankfurt *Gazette*.

The continental banks are generally raising their rates of discount.

There is a heavy fog again to-day, and travel on either land or water very dangerous; numerous additional railway accidents are reported.

ST. PETERSBURG, 23.—Serious disturbances have occurred in the

medical academy of the university at St. Petersburg, and one of the professors resigned; the police restored order.

Reports are received that the Turcomans recently attacked a town on the Caspian Sea and killed eighty men and carried off 150 women and children into slavery. Russian troops pursued but without overtaking the Turcomans. The Russian government declines to order the re-occupation of Ktiva, although General Kauffman has advised such a step.

An Important Discovery.

Mr. A. De La Bastie, a distinguished French chemist, has made a discovery which would be accounted incredible, if visible and tangible evidences did not exist to convince everybody of its reality. It is a process by which the brittle property and the fragility of glass are destroyed. Without mentioning technical details which, of course, remain a mystery, it may be said that a pane of glass made by the new process may be violently thrown down without being broken, and that it will even resist a violent blow from a metallic ball. The following details, extracted from a letter written by Mr. De La Bastie to his agent in America, and published by *Le Messager Franco-Americain*, a French paper published in New York, will explain to your readers the importance of this new discovery.

"This new kind of glass resists the most violent blows, and will bear, without being broken, the action of fire, hence it is easy to perceive that the invention will create many new branches of industry. It can be used for window panes and looking-glasses, and will be especially useful for covering railway stations, green-houses, garden frames, glass bells, glass awnings, street lamps and lantern glasses; also for lamp glasses, watch glasses, wine glasses, cups, saucers, plates, dishes, stew pans, kitchen furniture, and thousands of new objects which the discovery will call forth."

A discovery has perhaps never been made with more brilliant prospects. Its author says—"My process is extremely simple and exceedingly cheap. I engage myself to inform American workmen, as to its details, to send all necessary plans, or to let an engineer delineate them, and to give every facility, that the purchaser of the patent may commence operations immediately."

LOUIS A. BERTRAND.

Railroad to Las Animas.

The following items concerning railroad affairs will be of interest to our readers. They are clipped from the *Leader*, West Las Animas, Bent County, Colorado—

"At a late meeting of the directors of the Colorado & New Mexico railroad company, held in Boston, it was voted that if Bent county will assist the enterprise with a reasonable amount of bonds, the officers of the company are directed to proceed with the building of a railroad from Granada to a point at or near West Las Animas immediately after the voting of such bonds. This means business, for we have seen the official documents under the corporate seal of the company. This company, with the great Atchison, Topeka & Santa Fe company at the back of it, has all the material collected for this project, ready for use on this new line, at short notice, if Bent County wants it. The company also has a distinct understanding with the directors of the company who are rushing the work from Pueblo to this point, and if such a connection can be secured the growth and prosperity of Bent county will be established on a firm business basis."

"The Board of County Commissioners instead of holding a special meeting on the 3rd inst., will not meet for business until the 11th inst., at which time petitions will be presented asking them to call an election for the purpose of voting for or against the bonds to be given to the Colorado and New Mexico Railroad Company to assist them in building a road from Granada to a point at or near West Las Animas. The petitions, we understand, are now being circulated, and once more the battle cry of 'bonds' will ring over the ranches, float over the prairies, and resound through the towns of Bent county."

"Several of the leading officials of the Pueblo and Salt Lake Railroad are expected in town to-day to consult with the officials of the Colorado and New Mexico Railroad in regard to forming a junction at West Las Animas and talk up the bond question."

Enormous Increase of Expenses.

In 1868, three years after the close of the civil war, and when the Southern States were as well settled and as quiet as they are now, and perhaps better served by the mails of the postal department, the expenses of that department were only \$22,700,000. In the year 1873 they had risen to \$29,000,000—an increase of \$6,300,000, or 28 per cent., in five years. In 1883 the Indian Department cost \$3,980,000. In 1873 the cost was \$7,950,000—an increase of nearly \$4,000,000, or 100 per cent. The increase in the naval expenditures was 15 per cent. In the Coast Survey, about 90 per cent. In 1868 it cost \$373,250 for surveys of the public lands; 1872, \$1,128,060—an increase of 225 per cent., with not much to show for it, but the survey of uninhabitable lands and speculations on the part of many of the surveyors. But the greatest apparent extravagance appears under the head of "Judiciary" and "Miscellaneous." In 1868 the Judiciary Department which includes also the new bureau known as the Department of Justice, cost \$723,378. In 1873 its expenses were run up to \$3,823,000. In the single State of Arkansas this department, in 1873, wasted on the expenses of the ministerial officers of two United States Courts over \$300,000, or nearly half as much as the cost of the whole judiciary of the country in 1868. The miscellaneous items, in 1868, used up \$53,000,000, and in 1873 the appropriations were \$23,300,000 more, or 45 per cent. In the face of all this enormous increase in expenses, with nothing substantial to show for it in any department, there was no demand for reform till the Congress of 1873-4 found itself suddenly confronted with the choice between a new loan or an increase of taxes, or a radical reduction of expenditures.—*Sacramento Union*.

Pueblo and Salt Lake Railroad.

The *Denver News* gives an account of a large colony forming in Illinois under the leadership of a Mr. Shirts, and backed by Senator Logan, which is to be settled in Western Colorado, near the junction of the Green and Grand rivers. A large body of fine land is said to lie in the fertile valleys of this locality, and it is expected that from five hundred to a thousand families will settle in them next spring.

This is a matter of interest to us, since the location named is directly on the line of the Pueblo and Salt Lake Railway west of the Tennessee Pass, and lies partly in Colorado and partly in Utah. We have always contended that the country from the head of the Arkansas all the way across to the Salt Lake basin is desirable for settlement, and is rich in agricultural, pastoral and mineral resources, and will be rapidly developed as soon as railroads are made to penetrate that country.

The railroad from Provo south is now being pushed to completion (nearly) to Nephi, making about one hundred miles of railway south from Salt Lake City, and this is the same as one hundred miles of the Pueblo and Salt Lake road at the western end which will be finished by next spring. We have the utmost confidence that if the Atchison and Topeka Railroad company join with the Pueblo and Salt Lake Company in pushing this enterprise hereafter, in five years from this time we will see a complete line of road from Pueblo west to Salt Lake City, and through a country which will furnish a paying business the whole distance and which will add untold wealth to Colorado in the development of our southwestern regions.—*Pueblo, Col., People*, Nov. 14.

P. & S. L. R. R.—At a meeting of the Board of Directors of the Pueblo and Salt Lake Railway Company on yesterday, a resolution was adopted approving and ratifying the contract made on behalf of the company by Henry C. Thatcher and Wilbur F. Stone while in the East for securing the iron for the whole line from here to

Las Animas. Some of the capitalists contracted with are expected here from New York and Boston next week to further arrange for carrying out the contract. The work of construction will now be pushed with renewed vigor.—*Pueblo, Colorado, People*, Nov. 14.

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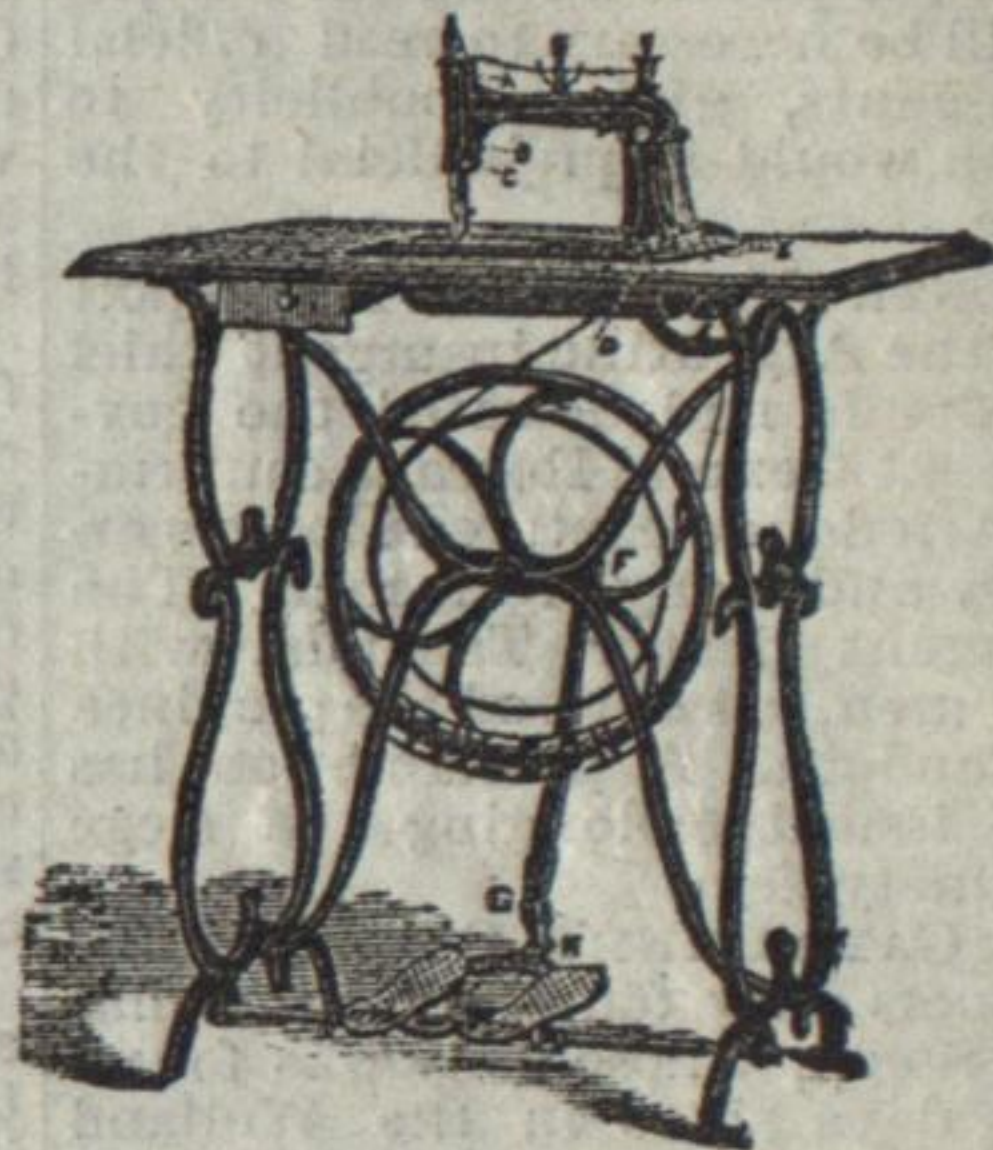
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