



CINCHONA RUBRA (Red Peruvian Bark) and California Grape Brandy. A most Delightful Tonic, and Effective Remedy for Dyspepsia (the alcohol habit), all forms of Malarial Diseases, Dyspepsia and Insomnia (sleeplessness).

No Greater Success has been recorded, and nothing ever introduced giving such unqualified Satisfaction. Try it Once, and be convinced. For sale by Druggists and Wine Merchants.

WILMERDING & CO., San Francisco, Cal., Agents for the Pacific Coast.

DENVER AND RIO GRANDE RAILWAY.

THE NEW POPULAR TRANS-CONTINENTAL ROUTE NOW OPEN FOR BUSINESS, BETWEEN OGDEN, SALT LAKE, LEADVILLE, Red Mountain, Gunnison, SAN JUAN MINING DISTRICTS, PEUBLO, DENVER, and all points on the entire system in Utah, Colorado and New Mexico.

ON AND AFTER SUNDAY, JULY 14, 1883.

The Atlantic Express Train, composed of Pullman Palace Sleeping and Dining Cars, will leave Ogden daily at 8:15 a. m. for Salt Lake City at 10:30 a. m., making direct connection at Pueblo and Denver for Kansas City, St. Louis, Chicago, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

The Pacific Express Train, composed of Pullman Palace Sleeping and Dining Cars, will leave Ogden daily at 8:15 a. m. for Salt Lake City at 10:30 a. m., making direct connection at Pueblo and Denver for Kansas City, St. Louis, Chicago, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

UTAH CENTRAL RAILWAY.

Pioneer Line of Utah! The Old Reliable Standard Gauge Solid Road Bed—First Class Equipment.

ON AND AFTER SUNDAY, JULY 14, 1883.

The Atlantic Express Train, composed of Pullman Palace Sleeping and Dining Cars, will leave Ogden daily at 8:15 a. m. for Salt Lake City at 10:30 a. m., making direct connection at Pueblo and Denver for Kansas City, St. Louis, Chicago, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

The Pacific Express Train, composed of Pullman Palace Sleeping and Dining Cars, will leave Ogden daily at 8:15 a. m. for Salt Lake City at 10:30 a. m., making direct connection at Pueblo and Denver for Kansas City, St. Louis, Chicago, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

THE SHORTEST AND MOST DIRECT Route to the East

IS VIA THE ATCHISON, TOPEKA & SANTA FE PUEBLO WITH THE Denver & Rio Grande Ry.

ON AND AFTER SUNDAY, JULY 14, 1883.

The Atlantic Express Train, composed of Pullman Palace Sleeping and Dining Cars, will leave Ogden daily at 8:15 a. m. for Salt Lake City at 10:30 a. m., making direct connection at Pueblo and Denver for Kansas City, St. Louis, Chicago, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

The Pacific Express Train, composed of Pullman Palace Sleeping and Dining Cars, will leave Ogden daily at 8:15 a. m. for Salt Lake City at 10:30 a. m., making direct connection at Pueblo and Denver for Kansas City, St. Louis, Chicago, Philadelphia, New York, Boston, and all Eastern, Northern and Southern points.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Salt Lake City for Ogden at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Ogden at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

Local Trains leave Ogden for Salt Lake City at 6:15 a. m., 10:30 a. m., 2:30 p. m., and 6:30 p. m. Arriving at Salt Lake City at 8:15 a. m., 12:30 p. m., 3:30 p. m., and 7:30 p. m.

EVENING NEWS.

Saturday, August 11, 1883.

BY TELEGRAPH.

FOR THE WEEK END TELEGRAPH.

AMERICAN.

WASHINGTON, 10.—The Acting Comptroller of the Currency has instructed the State Examiner to look into the condition of the First National Bank of Indianapolis and report.

The Treasury Department having been informed of the seizure at Richmond of the schooner *E. G. Lewis*, for carrying munitions of war in violation of the neutrality laws, has ordered the captain of the vessel to be detained until the matter is fully investigated.

August cotton returns to the Department of Agriculture are less favorable than those of July.

The average and condition of spring wheat for August 1st is 07, the same as in 1882, but higher than for any previous August since 1877.

There has been an improvement in the appearance of the corn fields during the month of July in New England, the Ohio States, Ohio Valley, west of the Mississippi, Illinois, Missouri and Kansas.

A cable dispatch received from the London Statistical Department says the weather has been unsteady for the first ten days of August, and the temperature low for this time of the year.

The wheat market is advancing and stocks are large. The quality of the new crop is fair. The general prospects for last month's dispatches are confirmed. Counting the crop in acreage and yield, it is out of European wheat will be one-fifth less than last year, and one-tenth below the average. German, French and Russian advances are scarce.

The barley condition is represented by 75, a figure surpassed by last August and since 1878. North of the parallel of 39 degrees the life condition is almost unusual. In some western districts there has been injury from lodging, the result of storms.

The barley condition averages 95, the same as in August, 1882. Returns indicate a full development of the potato crop; condition 101. The potato is better in the Central States of the West than on the north border, where the soil has been saturated with moisture.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

Barley condition is equal to that of last year. A fair average has been sown and its condition is high, represented by 98.

with 60 of his regiment, upon the receipt of the information, started immediately to the scene of the murder, going through a canyon. Bandala was a bold, fierce man, riding some distance ahead of his command in company with two men, when he was fired upon from ambush. The colonel fell, two bullets passing through his body, killing him instantly. His horse, also, was mortally wounded, but the savages disappeared. Next day the savages were seen in the neighborhood, and the following day 23 horses were stolen.

The wire was.

PITTSBURGH, 10.—At 6 o'clock this evening the threatened strike of telegraphers employed by the Pittsburgh, Cincinnati and St. Louis Railroad Company was inaugurated.

The company decided to insist that commercial business should be received, and summerily discharged the telegraphers.

Columbus, is known to be in sympathy with the Brotherhood. This determination was communicated to the operators, and was immediately followed by an order to strike at 6 o'clock, which was sent out by Master Workman Egan. It was obeyed by all the operators in this city, including the chief telegraphers, and some to have been generally obeyed all along the line.

Superintendent Taylor admits that he claims the Ohio and by tomorrow the principal offices will be supplied. In the meantime, trains will be run on schedule. It is said the operators on the Pittsburgh, Fort Wayne & Chicago Railroad will be ordered out tomorrow.

Chicago, 10.—The striking telegraphers have received a dispatch from Master Workman Campbell, New York, saying that the B. & O. Railroad Telegraph Company had sent for a representative of the Brotherhood, and that in all human probability work will be resumed on its line tomorrow.

Cincinnati, 10.—Commercial Gazette (Ohio) special: The railroad operators, with few exceptions, on the trans-Ohio division of the Baltimore & Ohio railroad quit work at noon today; also, on the division of the same road. Most of their places were filled, and no delay is made in the trains.

The Iron Strikers.

Philadelphia, 10.—The convention of Amalgamated Iron and Steel Workers held its brief session this morning and resolved to adjourn till Monday, to allow the various committees time to report on the business entrusted to them.

The Convention resolved word that a small body of strikers at the Bessemer Works, Bethlehem, who broke yesterday and started one furnace, shut down today and a new lot of strikers first went out. The announcement was received with cheers and a resolution endorsing their action and extending help in every way possible, was passed forthwith and was ordered to be sent to Bethlehem Lodge.

Nearly all of the committees have reported this week, but the result of their deliberations will not be known till Monday. The most rigid secrecy surrounding the proceedings is still observed, and the report that the strikers have favored the holding sessions publicly is denied.

OMAHA, 10.—Albert Henning, manager, married, and abandoned his family and having numerous creditors; and it is rumored that he eloped with some woman.

WHEELING, W. Va., 10.—A month's delay in the sailing of the steamer *John A. Jones* July 4th, where a nearly fatal collision with the steamer *John A. Jones* occurred.

At Parkersburg, West Virginia, in the Circuit Court. On Thursday evening last, it was given to the jury to do to-day after doing all that could be done to obtain verdict. The jury was discharged without agreeing.

INCAUCALIA, 10.—The scare at Wilton Junction has subsided. The disease proves to be malignant dysentery, caused, the physicians say, by malaria. No additional deaths, though several persons are still very ill. The general condition of the sick, which number about 60, is much improved. Dr. Wood is believed to have the disease in now under control.

OMAHA, 10.—Conductor P. Taylor of the Union Pacific filed this morning from a splinter limb received in the late strike.

Cincinnati, 10.—News-Journal Kentucky special: A heavy wind and rain storm this afternoon damaged a circus, blew down the tent of the circus, and caused the loss of several persons.

Baltimore, 10.—The steamer *Wm. Lawrence*, from New York, was reported to have been wrecked at Point Lookout early this morning, in collision with the schooner *Sarah Lavinia*. The schooner immediately sank, carrying down the wife and two children of Captain Anderson, and Jos. Lovell, cook.

Lexington, Ky., 10.—A stable at the Fair Ground burned last night, consuming seven fine Arabian horses, owned by Jas. Shakerford, mostly of Wilkes stock. The horses were valued at \$18,000; not insured.

Indianapolis, 10.—The conference between the directors of the First National Bank and the English-Des Moines syndicate, ended between two and three o'clock this afternoon. At five minutes past 8 o'clock the doors of the bank opened and W. H. English appeared, inviting depositors to come in and get their money.

The crowd outside rushed in, but were checked by the police. Ladies were given the preference. The bank continued open for an hour or more after the regular closing hour, and checks presented were promptly cashed. But the larger depositors drew their money.

New York, 10.—R. G. Dunn & Co., Commercial Agents, reports that there were 152 business failures throughout the United States and Canada reported to New York during the past seven days, the same number as during the week ending September 23, 1882; Middle, 55; Western, 55; Southern, 23; Pacific, 16; New York City, 13, and Canada and the Province, 15.

Boston, 10.—The Journal says Amasa Lucius, of Stoughton, Mass., agent for a Boston firm, is reported to have disappeared under circumstances indicative of financial embarrassment. No particulars.

St. Albans, Vt., 10.—Bradley Barlow denies the truth of the statement that the Southern Road has been sold to the National Construction Company of New Jersey. Barlow hopes to sell his