

## AN ACT,

To Amend an Act amendatory of and Supplementary to an act entitled "An Act establishing a Territorial road from Great Salt Lake City, to Wanship, Summit County, approved January nineteenth, eighteen hundred and sixty-six," approved, January twenty-first, eighteen hundred and sixty-eight.

SEC. 1.—Be it enacted by the Governor and Legislative Assembly of the Territory of Utah, That the word "fifty" in the second line of the third section, of an act amendatory of and supplementary to an act entitled "an act establishing a territorial road from Great Salt Lake City to Wanship, Summit county, approved January nineteenth, eighteen hundred and sixty-six, be amended to read "twenty-five;" that the word ten in the third line read five, that the word fifty in the fourth line read twenty-five; that the word twenty-five in the same line read fifteen.

SEC. 2.—The Superintendent of said road is hereby authorized to suspend the collection of toll on either of the toll gates of said road, when in his judgment it is deemed advisable and he is hereby authorized on the suspension of either of said gates to collect at the other, an amount equal to the amount that would be collected at both; and may remove said toll gates to any point on said road that shall best subserve the public interest.

Approved Feb. 18th, 1870.

## MY LOVERS.

In the early golden morning,  
Waking at the break of day,  
While my little, youngest darling  
Close beside me nestling lay,  
Fearing to disturb his sleeping—  
Fearing happy dreams to break—  
Lay I there and softly watched him,  
Ere from slumber he should wake.

One small hand his cheek supported,  
One was thrown across my breast;  
Soft and gentle was his breathing,  
As a zephyr sunk to rest.  
On the cheek, fair, silken lashes,  
On the lid, a smile of light—  
Azure veins I fondly noted,  
Noble brow, and tresses bright.

As I looked he sudden opened  
Eyes that instant sought my own—  
Eyes that filled with tender love-light,  
While he spoke in cooing tone.  
"Father made a good select,  
When," said he, "he selected you;  
For," he added with deep fervor,  
"You are good and pretty too."

Little heart so fond and faithful!  
Other lovers, where are they,  
Who would think it naught, that beauty  
Time is stealing fast away?—  
Naught the eyes despoiled of brightness?  
Naught the cheek less round and fair?  
Naught the footstep robbed of lightness?  
Naught Time's powder on the hair?

Oh, my little precious darling!  
Oh, my little lover true!  
Always finding in his mother  
What is best and fairest too!  
Caught I him with smiles and kisses,  
Clasped I him with springing tears,  
Thanking God for such affection  
To enrich my future years.

Answer me, true-hearted mothers!  
(Many such, thank God! there be):  
In your fairest, rosiest girlhood  
Fonder lovers did you see?  
Gave they deeper admiration—  
Choicer, tenderer, or more sweet—  
Than you now have from your children,  
Than your sons lay at your feet?

Four such lovers God hath given me,  
And I owe him fourfold praise!  
Tranquilly, thus love-environed,  
On the future I can gaze—  
On the future, when life's taper  
Shall be flickering dim and low,  
When the autumn tints have faded  
Into winter's cold and snow.

Ah, my sisters! ah, my sisters!  
Little know ye what ye do;  
Who refuse the joy and beauty  
Of a love so pure and true!  
To whose strange, perverted vision  
Childless wifehood seemeth good—  
Who despise that crown of sweetness—  
Noble crown of Motherhood!

SARAH EDWARDS HENSHAW.

—Lippincott's Magazine,

## Correspondence.

SALT LAKE CITY, May 23, 1870.

Mr. Editor:—I went to Ogden on Sunday. On the return trip, while conversing with a gentleman (W. S. Muir) of good reputation and who lives on the line, about grasshoppers, he told me about one of the biggest stories concerning them I ever heard. He said that while going up on Saturday evening the train was compelled to stop on ac-

count of there being so many grasshoppers on the track. The engineer, conductor, and one or two others, he said, had to get off and clear the track of them before they could proceed. This may seem a tough story, but the truth of it was vouched for by several.

The crops all the way up have suffered very much, although some are in hopes of second crops.

Your brother in the gospel,  
J. E. EVANS.

Too OLD.—We have just received a communication from W. H., of Providence, giving an account of a special meeting of the Female Relief Society of that place. As it is dated April 30th, it might be considered rather stale news.

[SPECIAL TO THE DESERET NEWS.]

## By Telegraph.

## GENERAL.

The House committee on the Pacific Railroad have agreed to report the Southern Transcontinental Railroad bill. It provides for connection with other roads, placing all on an equal footing and requiring uniform charges for freight and passengers, making them all practically one road.

The consular and diplomatic appropriation bill came up in committee. A long discussion ensued on the amendment for striking out the consulate at Santiago de Cuba, in which Vorhees charged the fossilate head of the State Department with imbecility, sloth and want of regard for the honor of the country.

Logan called for action on Cuban affairs. He said outrages have been perpetrated there until the blood of American citizens cried out from the ground and the Government should show it had some sympathy with the struggling people of Cuba.

Sargent attributed the inaction of our Government to the refusal of Congress to put the navy on an efficient footing to vindicate the honor of our flag.

Dawes contended that the navy had power enough to defend our flag in Cuban waters.

Munger favored the recognition of the belligerent rights of Cuba.

Banks promised that the foreign committee will report soon and did not doubt that the House would find the committee determined to maintain the honor of our country.

Commander Upshar has been reprimanded by the Secretary of the Navy and is now undergoing the sentence of the Court Martial.

PHILADELPHIA.—A collision occurred on the Pennsylvania Central road, this morning, the result of carelessness of a conductor leaving the switch open. A brakeman was killed and two German emigrants were injured.

Mc GREGOR, 24.—An aeronaut attached to a circus made an ascension last evening, and when the balloon was about over the middle of the river it descended and the occupant was drowned before assistance could reach him.

CHICAGO.—Two freight trains, loaded with flour, grain and other merchandise, ran together at full speed on the Rock Island railroad, yesterday, smashing both engines and demolishing 21 of the cars and scattering the contents in a most promiscuous manner. Nobody hurt. The loss to the company is at least \$100,000.

Considerable excitement prevails among the Fenians here over the expected arrival, on Monday, of General O'Neill, who, it is said, comes to complete the arrangements already almost matured for sending a force to aid O'Reilly in his Red River operation.

The Times' special says that Governor Bard, of Idaho, to-day, writes to the President his letter of resignation, giving as his reason, that the political condition of Georgia is still unsettled and unsatisfactory. He had hoped and expected that it would have been otherwise, but, as it is not, he deems it his duty to resume his profession of journalist at Atlanta. Bard intends to enter on a campaign against the Bullock administration.

The Tribune, to-day, says that Edward Perrieu, agent of Reille, the Red River insurgent, arrived in this city yesterday, for the purpose of conferring with General O'Neill, who is expected here to-morrow, in regard to the fulfillment of the latter's promise to assist Reille. The Fenians of Chicago, who control the order in this and most of the western States, want O'Neill to send help, but still they have positive information that the California Fenians

will send a battalion 1,000 strong, under Col. Smith and Lieut. Col. Walsh to meet O'Neill, somewhere on the border, and co-operate with him.

Private letters from Bogata say the debate on the Darien Canal treaty in the Columbian Congress has been very sharp and bitter. It is being considered, article by article, and the first one only has been adopted. The prospects for ratification are not favorable.

A dispatch, received at headquarters, to-day, says that General Forsythe is in close pursuit of the Indians, who recently attacked the working parties on the Kansas Pacific railroad, with good prospect of overtaking and punishing them.

A mass meeting will be held for the discussion of the question of removing the national capital. Governor Palmer, of Illinois, Butler, of Nebraska, Judge Delahay, of Kansas, and other prominent men will be present.

The Cuban General Jordan is here, conferring with the House foreign committee.

The British Minister had a long interview with the Secretary of State. The English authorities desire to get a clearance for some arms at Fort Abercombe intended for Red River.

The Senate appropriation committee have decided to materially change the navy appropriation bill and are disposed to make the pay of the naval officers equal to that of the army officers.

John Warren has sent a memorial to the Senate, asking for redress for arrest and imprisonment by the British government on a charge of Fenianism.

A letter from a gentleman who has visited Winnipeg says the present adjustment does not promise permanence, but he has heard of no sentiment for annexation to the United States, though he believes commercial relations and railroads will effect a change in that respect.

A Caracas letter says that the battle for its possession lasted 27 hours, and a thousand men were slain.

NASHVILLE, 21.—After three days balloting in the Legislative Convention, Thomas H. Butler was, to-day elected Secretary of State in the Senate.

SAN FRANCISCO, 21.—The Central Pacific Railroad have finally purchased the California Pacific Road and take possession in June next. They will place a fast boat on the route and reduce the passenger time overland several hours. The Central now controls the railroad system on the Pacific coast and it is rumored that the Union and Central have also consolidated.

CHEYENNE, 21.—Chief Justice Howe, yesterday, denied the application for a receiver in the case of Davis and associates vs the U. P. R. R., holding that the showing before him did not justify it or show any absolute necessity for such a remedy; that the road was now being managed by able and honest men and is in a prosperous condition and, if this were not so, the bond tendered by the Railroad company is ample security for the complainant in any event.

CHICAGO.—The Times' special says the land sales of the Union Pacific railroad now average nearly forty thousand dollars a month, and the total sales to date amount to about eight hundred thousand. The average price is four and a half dollars an acre showing that the restriction which Congress proposes to apply to the Northern Pacific, at two and a half dollars per acre, is rather below than above the prices of other roads.

Both the President and Commissioner of Indian Affairs express an opinion that an Indian war will be obviated by the coming consultation with Red Cloud, and other Sioux chiefs. The Indian Peace commissioners are bringing all their influence to bear against the military policy, which some of the authorities are desirous of inaugurating.

The Tribune's Washington special says the foreign mail service is in better working order, under the treaties concluded by the present administration, than at any previous period. Except that of our relations with France, which are broken off, everything is going on in a satisfactory manner. The change of English mails from Australia via San Francisco has placed us on a better footing with regard to carrying our own closed mails for the Continent through England. Indications point to the necessity of compelling the French to come to terms with the United States. At home the affairs of the Department are in a most promising condition.

The noted Sioux chief, Spotted Tail, with several minor chiefs, arrived in the city to-day, en route to Washington, to meet the President and with Red

Cloud talk over the grievances of their respective bands.

Advices from Fort Garry say that an Indian outbreak is imminent and this, with the arrest of Reill's commissioners, in Canada, is causing great excitement.

NEW YORK, 23.—The Rev. Charles B. Smythe opened a church of his own at the Masonic Hall yesterday; the congregation, comprising almost a hundred people, received the Pastor with partly suppressed cheers. Smythe, in the course of his sermon, threw his arms above his head and exclaimed enthusiastically, "As I have no claims to bind me and no strait jacket to cramp me, I have nothing, beloved friends, to prevent me from going forward." He claimed to be a reformer like Westley.

Cable dispatches state that Espartero has finally declined the Spanish crown, and that the King of Prussia has heartily congratulated Napoleon on the result of the Plebiscite. The Duke De Grammont has positively instructed the French Minister at Rome to abstain from interference in the affairs of the Ecumenical Council, and to practice absolute reserve in reference to any action of the French Government towards the Pope.

BUFFALO.—To-night, large bodies of Fenians are drilling. Volunteers have left here, but whether to aid Reill or invade the neighboring frontier is unknown.

CINCINNATI, 23.—It is rumored here that a party of fifty Fenians leave this city to-night for Rouse's Point to join O'Neill. At a meeting at the Fenian armory last night an unsuccessful effort was made to raise funds. Fitzgerald predicted that it would end in a miserable fiasco and tend to rivet the chains rather than weaken them.

MONTPELIER.—Two companies were shipped from Burlington, to-day, for the frontiers. Another large body are en route for the front by boat from Plattsburg. All the available teams in St. Albans and Burlington are engaged for use to-night.

NEW ORLEANS, 24.—The Bulletin places the present bonded debt of the States at over fourteen millions.

The British Minister will be asked to arbitrate between the United States and Brazil in a claim for indemnity for services of the whale-ship Canada. Many years ago, the Spanish government agreed to arbitrate in the case of the steamer Lloyd Aspenwall.

There has been some misapprehension on the question of allowing a portion of the British expedition to pass through St. Marie's canal and one of the vessels was refused before explicit orders were issued. The order of the President is to the effect to allow all vessels not carrying munitions or contraband articles of war, a free passage through the canal. This is precisely the privilege extended to American vessels in passing through the Welland canal. Information is at hand that vessels loaded with supplies for the Winnipeg expedition have already passed through the canal into Lake Superior en route for the chain of lakes in the Red River country.

After three intensely hot days, the thermometer ranging from 92 to 96 degrees, a violent thunder storm prevailed this afternoon. One man was killed by lightning during the storm.

The St. Louis and Fort Scott railroad was formally organized, yesterday, by the election of A. W. Maupin, president, and a full list of other officers. The railroad is a very important feeder to St. Louis and undoubtedly will be built soon.

BUFFALO.—This evening the city is full of Fenians, quartered among their friends in every part of the city. There are no indications of a further move to-night.

NEW YORK.—It is rumored that a force of 20,000 Fenians left Brooklyn last night for Canada. Others, in small numbers, are reported moving from Albany, Rochester and Auburn.

POUGHKEEPSIE.—Last night three car loads of Irishmen passed here, on the Hudson River Railroad, going to the north. They all purchased tickets over the Rensselaer and Saratoga Railroad; they were unarmed, but were supposed to be Fenians.

NEW YORK.—The house of John Allen, the wickedest man, on Water Street, is being demolished, to make way for the Howard Mission house.

A large number of armed Fenians left the city this morning for the north-east.

Surveying parties are busily engaged in laying the route proposed for the national railroad from Philadelphia to New York, in opposition to the Camden and Amboy.

(Continued on ninth page.)