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.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Burlington 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, SWEEP each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

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

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

Appreciating the fact that a majority of the people prefer to make separate and different purchases (and the immense passenger business of this line warrants it), we are pleased to announce that this Company runs Pullman Palace Sleeping Cars for sleeping purposes, and Palace Dining Cars for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the L. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P., D. & J., P. D. & E., I. B. & W., Ill. Mid.; and P., P. & W. Rds.

At ROCK ISLAND, with C., Milwaukee & Rock Island Short Line," and Rock Isl'd & Pac. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with R. R. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At AVOCA, with W., St. L. & P., C. B. & Q. R. Rds.

At COLUMBUS JUNCTION, with B., C. R. & N. R. R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and K. & L. Keo. R. R.; W. R. Rds.

At CAMERON, with H. St. J. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

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 Tkt. 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	6.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern R'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 other 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 Banking House of McCornick & Co., Salt Lake City, also at Union Pac. & Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

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

C. H. CLARK, Gen. Supt. 690

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 36	22	1 25
Nesle	5 40	50	3 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	95	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	52	2 75
Nesle	6 20	71	3 75
Black Rock	8 30	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.

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'sCross	7 25	4 05	60
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	1 35
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 30	
Kaysville	10 20	7 10	1 00
Farmington	10 40	7 30	1 35
Centreville	10 55	7 45	1 60
*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 30 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.50 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 12, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Gennania	7 22	8 10	60
Lowendale	7 26	8 20	65
Junction	7 27	8 25	75
ARRIVE AT			
Sandy	7 40	8 45	65
LEAVE			
Sandy	7 55	9 10	
Draper	8 07	9 30	1 00
Lehi	8 44	10 20	1 65
American Fork	8 56	10 35	1 80
Pleasant Grove	9 08	10 50	1 95
		P. M.	
Provo	9 27	12 45	2 25
Springville	9 55	1 20	2 75
Spanish Fork	10 05	1 35	3 00
Payson	10 22	1 15	3 50
Santaquin	10 00	2 40	3 75
Mona	11 20	3 40	4 50
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 20	5 20	5 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE	P. M.	A. M.	
Juab	1 00	7 30	
Nephi	1 40	8 00	75
Mona	2 04	8 40	1 25
Santaquin	2 35	9 10	1 75
Payson	2 53	9 28	2 00
Spanish Fork	3 05	9 40	2 00
		P. M.	
Springville	3 24	10 00	2 25
Provo	3 37	10 15	2 50
Pleasant Grove	4 22	10 40	2 75
American Fork	4 34	10 55	2 90
Lehi	4 46	11 10	3 05
Draper	5 23	11 40	3 50
ARRIVE AT			
Sandy	5 40	12 00	4 00
LEAVE			
Sandy	5 45	6 05	
Junction	5 46	6 05	4 10
Lowendale	5 48	6 15	4 20
Gennania	5 52	6 20	4 30
Morgan	6 00	6 30	4 40
ARRIVE AT			
Salt Lake	6 30	6 00	5 00

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.

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 Couplers.

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 8.30 a.m.; Harrisburg 11.45 a.m.; Philadelphia 3.35 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 6.30 p.m.; Washington 8.00 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 reaches in Philadelphia 7.10 a.m., affording Philadelphia Passengers a full night's rest.

9.10 p.m. Night Express Daily except Sunday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.00 p.m.; Harrisburg 8.40 a.m.; Baltimore 9.45 a.m.; Washington 11.00 a.m.; Philadelphia 6.50 a.m.; New York 9.30 a.m.; Boston 8.40 p.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.

F. E. 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:

Leave Junction	at 7.45 a.m.	
" W. Jordan	at 7.55 "	
" Bevers	at 8.35 "	
Arrive at Bingham	at 9.15 "	
Leave Bingham	at 2.00 p.m.	
" Bevers	at 2.30 "	
" Jordan	at 3.10 "	
Arrive at Junction	at 4.05 "	
ON SUNDAYS		
Leave Bingham	at 4.00 p.m.	
" Bevers	at 4.30 "	
" Jordan	at 5.10 "	
Arrive at Junction	at 6.05 "	

J. G. KENNEDY, Manager.

S. D. REES, Asst Supt.

ROYAL BAKING POWDER

Absolutely Pure.

Made from Royal Grape Cream Tartar. No other preparation makes such light, flaky hot biscuits, delicious pastry. Can be eaten by Dyspeptics without fear of the ill results arising from heavy indigestible food. Sold only in cans, by all Grocers.

ROYAL BAKING POWDER CO., New York. 6809 1y

DR. WM. HALL'S BALSAM FOR THE LUNGS

Cures Consumption, Colds, Pneumonia, Influenza, Bronchial Difficulties, Bronchitis, Hoarseness, Asthma, Croup, Whooping Cough, and all Diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR of RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

Henry's Carbolic Salve heals burns.
Henry's Carbolic Salve cures sores.
Henry's Carbolic Salve allays pain.
Henry's Carbolic Salve cures eruptions.
Henry's Carbolic Salve heals pimples.
Henry's Carbolic Salve heals bruises.

Ask for Henry's and take no other. BEWARE OF COUNTERFEITS.

Baker's Pain Panacea

FOR MAN AND BEAST.

For External and Internal Use.

The Greatest Pain Reliever of the Age.

Edey's Carbolic Troches,

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough.

PLEASANT TO THE TASTE.

Green's Oxygenated Bitters

Relieve Dyspepsia and Biliousness.

For Sale by all Druggists.

JOHN F. HENRY & CO., SOLE PROPRIETORS, 24 College Place, New York.

STAKE AND WARD REPORTS.

We are now prepared to furnish President of Stakes with the necessary Blank Forms for their Reports.

STAKE REPORTS, 4 cts. per copy.
WARD " 35 cts. per doz.

Mailed on receipt of price.

Address—

DESERET NEWS OFFICE - SALT LAKE CITY.

ARRIVALS AND DEPARTURES OF MAILS.

ARRIVALS.

East—Through mail daily	5.40 p.m.
Alta, daily	5 50 p.m.
Parley's Park, Big Cottonwood, and Wanship, Tuesdays, Thursdays and Saturdays	5 00 p.m.
Park City, daily except Sunday	5 00 p.m.
Summit and Wasatch counties, Tuesdays and Thursdays	1 40 p.m.
Morgan county, Tuesday Thursday and Saturday	6 40 p.m.
Morgan county, daily	6 40 p.m.
North—Davis county, daily	11 40 a.m.
Weber county, daily	6 40 p.m.
Ogden, mail-daily, 11 40 a.m. and	6 40 p.m.
Cache and Bear Elder counties, daily	6 40 "
Corinne and Kelton, daily	11 40 a.m.
Idaho and Montana, daily	6 40 p.m.
Boise City and Idaho City, daily	11 40 a.m.
West—Nevada, California, Oregon, etc. daily	11 40 a.m.
Ophir, Tooele, Stockton, Jacob City, &c.	2 20 p.m.
Bingham Canyon, daily	6 30 p.m.
South—From Beaver and intermediate points, daily	5 50 p.m.
Pioche, Star and San Francisco districts, daily	5 50 p.m.
St. George and points south of Beaver, alternate days	5 50 p.m.
Sanpete and Sevier counties, daily, except Monday	5 50 p.m.
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays	5 50 p.m.

DEPARTURES.

East—Through mail, daily	6 30 a.m.
Alta, daily	6 30 a.m.
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays	7 00 a.m.
Park City, daily, except Sunday	7 00 a.m.
Summit and Wasatch counties, Mondays and Fridays	6 30 a.m.
Rich county, Mondays, Wednesdays and Fridays	6 30 a.m.
Morgan county, daily	6 30 a.m.
North—Davis county, daily	2 30 p.m.
Weber county, daily	6 30 a.m.
Ogden, mail-daily 2 30 p.m. &	6 30 a.m.
Cache and Bear River counties, daily	6 30 a.m.
Corinne and Kelton, daily	2 30 p.m.
Idaho and Montana, daily	6 30 a.m.
Boise City and Idaho City, daily	2 30 p.m.
West—Nevada, California, Oregon, etc., daily	2 30 p.m.
Ophir, Tooele, Stockton, Jacob City, etc., daily	6 30 a.m.
Bingham Canyon, daily	6 30 a.m.
South—Beaver and intermediate points, daily	6 30 a.m.
Pioche, Star and San Francisco districts, daily	6 30 a.m.
St. George and points south of Beaver, on alternate days	6 30 a.m.
Sanpete and Sevier counties, daily, except Saturdays	6 30 a.m.
Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays, and Saturdays	6 30 a.m.

OFFICE HOURS.

General Delivery open from 8 a.m. to 6 p.m. Money Order and Registry Department, from 9 a.m. to 6 p.m.

Outside door open from 6 a.m. to 10 p.m.

EVENING NEWS.

SATURDAY, Jan. 29, 1881.

BY TELEGRAPH.

FOR WESTERN UNION TELEGRAPH LINE.

FORTY-SIXTH CONGRESS

SENATE.

WASHINGTON, 28. — The select committee on diseases of domestic animals reported a bill for a bureau of animal industry and for the suppression of contagious diseases. Coke non-concurred in the bill.

Bayard, from the finance committee, reported a bill to amend the Revised Statutes in relation to the circulation of national banks. Calendar.

The morning hour was occupied in a discussion of the Chicago lake front bill.

Blaine introduced a bill for the establishment of the United States ocean mail service and the revival of foreign commerce on American steamships. Blaine said he introduced the bill as a substitute for the one which was the subject of Beck's speech on the previous day, namely, free ships. At his suggestion, the bill was referred to the committee on finance.

Following is the full text of the bill

Be it enacted, etc., That the owners of American steamships of 3,000 tons register, or upwards, constructed after approved models and equal to the mail-carrying vessels of any nation, shall be entitled to receive for carrying United States mails on the regular lines of such steamships, from any port or ports, mail compensation not exceeding $30 per nautical mile per annum, for the distance one way for 12 round trips per annum, $45 per mile for 24 trips, and $90 per mile for 48 trips per annum, in accordance with contracts to be made for such mail transportation by the Postmaster-General, after public advertisement for proposals with the lowest bidder on each line for terms not exceeding 15 years, and upon all conditions for securing rapid and efficient transportation, which are usual or established by law in similar cases.

Sec. 2—Only those steamships shall be accepted for such service which have been built in American shipyards, of American material and American mechanics, and they shall be commanded by citizens of the United States, and manned by a crew, a majority of whom at least are American citizens; and before being accepted they shall be duly inspected under the direction of the postmaster general and secretary of the navy, and such secretary may also allow any officer of the navy a leave of absence, for not exceeding five years, for the purpose of serving on such ships, which absence shall be without pay, but without prejudice to rank or promotion.

Wallace introduced a joint resolution proposing an amendment to the Constitution of the United States, changing the mode of electing the President of the United States. The bill dispenses with the electoral college, and provides for an election by the people by secret ballot and by direct vote in districts. Each State is to have as many districts as it has senators and members in Congress, and each district to have one vote; the vote to be canvassed by a State board of canvassers, consisting of the governor, chief justice and secretary of state, their returns to be made to the Speaker of the House and to be conclusive proof of the result; the vote to be counted by Congress in joint convention, and a plurality vote to elect. The bill was temporarily laid on the table, Wallace stating that he would ask to submit remarks on it to-morrow.

Morgan offered a resolution, which was agreed to, directing the Secretary of the Treasury to furnish to the Senate a statement of the names of the claimants whose claims have been allowed under the ninth article of the treaty of Spain, proclaimed Feb. 22d, 1821, the amounts allowed and paid by the United States, with date of payment, etc.

The regular order being the Indian land in severalty bill, was then proceeded with. The pending amendment of Plumb, to prevent the leasing of lands, was rejected. Plumb moved an amendment for furnishing government with an authentic statement of who are the members of a tribe to be located under the bill.

Plumb and Morgan favored the amendment, and Coke, in charge of the bill, opposed it as superfluous. The amendment was rejected—ayes 13, nays 31.

An amendment by Ingalls, to make the bill more harmonious, prevailed without objection.

An amendment offered by Plumb, gave rise to a lengthy discussion, and without action on the bill the Senate went into executive session, and when the doors reopened, adjourned until to-morrow.

HOUSE.

WASHINGTON, 28. — Speer announced that he would, after two hours' debate to-morrow, call the previous question on the Yeates-Martin case. The republicans generally agreed.

A resolution was adopted asking the Secretary of State for all the facts regarding the Halifax fishery award.

A resolution passed for printing 50,000 copies of the report of the commissioner of agriculture on diseases of swine and cattle.

Singleton, of Illinois, presented a petition of 100 persons on the postal laws. Referred.

The House went into committee on the private calendar.

The first bill on the calendar was that to place Mark Walker on the retired list of the army. This officer was discharged for drunkenness on the eve of his retirement, and the report of the committee states that he was at the time suffering from acute rheumatism. The bill was opposed by Sparks and Dibrel, and supported by Stephens and O'Neill, the last of whom gave credit to Walker for manfully pleading guilty, instead of making an excuse of malaria. In the course of the discussion the Fitz John Porter case was alluded to, though Sparks contended there was no similarity between the two cases, inasmuch as Gen. Porter had denied that he had violated the orders, and a commission had declared, in his conduct, that he had saved the Union army from disaster, while in the pending case Walker had acknowledged his guilt.

Mills opposed the bill on the ground that it was doubtful whether Congress had constitutional power to interfere with and disturb the decision of a court martial.

Maginnis thought the great misfortune about the case was that the findings of the court martial had reached the administration during one of its spasms of reform. That administration had come to the capital with the sanctities of a Sunday School around it and promised to make up for the way by which it had gotten into power by reforming the civil and military service of the country. Every one remembered the first civil service order and the weak outcome of it. The army was also to be reformed in the same Sunday school and Pickwickian way. An order had been issued for the discharge of any army officer convicted of drunkenness and it was the misfortune of Walker that his case had come up while the President was in a virtuous and indignant mood. Since that time the precedent had not been followed. He criticised the action of the President in granting an appointment to General Dowlen, who had gone into war under the most favorable opportunities and came out without a command, and retired with the rank of brigadier general. The grizzled old veteran Ord, who had always been in the hardest service, and had never been on carpet duty about the capital, was injured by a violation of all rules and the regulations of promotion. The bill was finally laid aside for favorable recommendation.

The next bill was one for the relief of Mrs. E. P. Page, widow of Captain Page, of the United States navy. The amount involved is $136, which was the Captain Page upon his resignation from the navy in 1861, the reason of his resignation being that his State had seceded from the Union.

Conger opposed the bill and drew a picture of Captain Page raising the sword which had been given him by his country to strike down that country. (Laughter on the democratic side.)

Conger—Gentlemen, laugh and sneer. I do not envy the smile that gathers over the faces of some gentlemen on the other side—the smile of derision at the picture I have drawn. It is a becoming exhibition of the contortions of which the human face is capable under adverse circumstances. (Laughter on the republican side.) He had never heard of a proposition to repeal the statute which prevented the payment of pending claims, except the remarks that Blackburn made inadvertently.

Blackburn asked the gentleman not to garble the matter as some of the lesser lights of the republican party had done before him. A long and amusing colloquy ensued, at the conclusion of which Conger finished his speech.

Goode desired to make a correction of the report submitted by the naval committee. The report stated that Captain Page had entered the Confederate service. He had not done so; but he (Goode) had no doubt that he would have done so but for his advanced age. Captain Page would not think him for representing to the American Congress that he (Page) would not have gone into that struggle with his native State.

Conger replied that he could do justice to the boy who had done gallant service on the waters of Lake Erie, and to the man who had been loved and respected until that fatal hour had come; and say he believed if that man was alive now, the recognition of his associations with the beloved flag of his country would prevent him from even coming here and asking for the pitiable sum of less than $200.

House supported the bill. It was not the first time that Conger had bawled himself hoarse and had waved the bloody shirt in order to cover a cause of injustice.

Cox rebuked Conger for opposing, and Congress for debating over, so paltry a sum, so fairly due, and allowing such a spirit to prevail fifteen years after the war closed and even after the election. He complimented Garfield and condemned those who were building up his administration in advance upon these obnoxious doctrines.

Crittenden also favored the bill.

Bragg compared this case to Benedict Arnold's. The latter had fought nobly, bravely and well, but deserted the country's flag in a trying hour. Captain Page fought bravely on Lake Erie. It had been better that he died sustaining the flag of his country in the glorious battle than in his later years to spit on that flag by resigning his commission in the hour of his country's peril. If the woman was to be paid because she was old and poor, that was one thing; but if Congress was to pay her because she was the wife of a man who resigned from his country's service, that was another. He who deserts his country's flag in the hour of peril is entitled to no respect from that country afterwards, unless what she may give him by way of gratuity. I should say the gentlemen who broke the Constitution and fled from it are not the men to hold it up before me. I am anxious never to hear again the subject of the southern rebellion. I would fain wipe it out forever from my eyesight and memory, and I say to my friends in the south, who ask the people to do this, do not continue it on the claims calendar of this House and keep it a live issue by constantly endeavoring to get from the treasury something which involves discussion.

Hawley said he would not object to the simple payment of this amount, but he did object to the statement that it was as binding as any bond.

Goode asked if Page's crime was to be visited on his wife and children, and if Hawley would follow him to the grave.

Hooker said Benedict Arnold was a traitor for a consideration. No southern man took arms for money. Who thought of branding R. E. Lee, Stonewall Jackson and A. S. Johnson like Benedict Arnold? He eulogized Lee for his course after the war. Nobody desired peace and oblivion of the past more than the southern members.

Wright said that if the friends of the bill would withdraw it he would give the woman a check for the whole amount.

Goode declared the woman did not come begging alms, but demanding her rights, and if government would repudiate this debt, she would repudiate any other. The debate ceased and the bill will be reported favorably to the House. The committee rose and the House adjourned.

AMERICAN

The Poncas' Rights.

WASHINGTON, 28.—A bill was introduced by Senator Dawes, to-day, to establish the rights of the Ponca Indians and settle their affairs. It directs the President to inform all tribes of Indians that government recognizes and regrets the injustice heretofore done the Ponca Indians. It also declares and confirms the rights of the Poncas to have and to hold their lands in Nebraska and the Territory of Dakota, which were ceded by government. It directs the Secretary of the Interior, within 60 days after the passage of the act, to institute negotiations with the bands of Sioux Indians in whose grant for a reservation the Ponca lands were wrongfully included, for a relinquishment of any claim they may have to said Ponca lands, and authorizes the Secretary of the Treasury to satisfy the Sioux for such relinquishment by giving them other lands, or money, or both lands and money. It also requires the Secretary, after the completion of such negotiations, to notify the Poncas that government will hereafter protect their persons and property upon these lands, and intimate them they are free to go upon their old reservation with their movable property, government paying cost of transportation. The bill provides for an appropriation of $5,000, to be expended for their benefit in the erection of houses and schoolhouses and for agricultural improvements; and also an annual appropriation of $[illegible] for a period of five years, in addition to all annuities which may be due them. It provides for the allotment of their lands in severalty to the Indians, same not to be subject to alienation or encumbrance or to taxation of any kind for twenty years.

Wool Stocks.

BOSTON, 28.—The wool [illegible] that of last week, being [illegible] pounds, [illegible] grades are [illegible], and still very unsatisfactory. [illegible] have to be imported. Manufacturers are carrying small stocks, and why they should wool lands in not clear, as wool can now be bought on as easy terms as it is likely to be purchased for some months, at least. Fine Ohio and Pennsylvania fleeces are a shade lower, and Michigan and Wisconsin X have also been sold at some concession, but the bulk of stock is still held at the current rates for some weeks past, and there is no disposition on the part of holders to force the market. Foreign advices report no material change in markets abroad, and wool in the interior is held for higher prices than the article is now selling on the seaboard. Sales of Ohio and Pennsylvania X and XX have been at 40 @ 42; No. 1 Ohio, 50 @ 51; Wisconsin and Michigan fleeces, at 42½ @ 44; for X, mostly at 42, and medium Michigan at 47½. Some lots of XX Ohio can be bought at 46, but most of the stock is held at 48 and upwards. Combing and delaine fleeces have been selling at 44 @ 46 for coarse, 50 for fine delaine, and 50 @ 54 for good and choice combings. The sales for unwashed fleeces have been some 300,000 pounds, and the prices range from 18 @ 20 for coarse, and 25 @ 30 for fine and medium grades. The demand for California wool has been confined mostly to fall grades at from 18 @ 27, but sales have been light, comprising only 200,000 pounds. Pulled wools continue in demand, with sales of 259,000 pounds for the week at from 25 to 29½ for common and choice supers, 60,000 pounds of Eastern Maine and New York selling at 50 @ 52½. In foreign wool there has been a fair business doing, with sales of Australian at 43½ @ 47, and Maydalina, English, combing, Cape and other kinds at prices indicating no material change.

England's Greatest Beer.

News from Transvaal indicates that the Boers have taken up a position in Drakinberg Pass, which is among the last of the steep ascents leading to the plateau. It is said they have permitted General Colley, whose progress has been only about 20 miles since he commenced to move, to advance unmolested through some of the worst places in the mountains, but their position will enable them to await the encounter when his troops are fatigued with rough traveling, while the Boers will have behind them a comparatively level plain through which, in the event of defeat, they being nearly all mounted, can retreat much faster than the British can follow. The correspondent at Durban says the Boers are anxious to know if Gen. Colley has terms to offer them. Pretoria has provisions for a month. The town is deserted but covered by guns of the fort.

In the House of Commons, to-day, Rt. Hon. Hugh C. Childers, secretary of war, announced that Sir George Colley telegraphed on the 26th as follows: The attack on the posse was repulsed; casualties heavy but not yet known. I hold camp until the arrival of reinforcements. The secretary of war said he believed the English attack had been repulsed.

TROPIC FRUIT LAXATIVE

Prepared from Tropical Fruits and plants.

Is the Best and Most Agreeable Preparation in the World

For Constipation, Biliousness, Headache, Torpid Liver, Dyspepsia, Indigestion, and all Disorders arising from an obstructed state of the system.

Ladies and children, and those who dislike taking pills and nauseous medicines, are especially pleased with its agreeable qualities.

TROPIC-FRUIT LAXATIVE may be used in all cases that need the aid of a purgative cathartic, or aperient medicine, and while it produces the same result as the agents named, it is entirely free from the usual objections common to them. Packed in bronzed tin hermetically.

Price 25 cts. Large boxes 50c.

SOLD BY ALL FIRST-CLASS DRUGGISTS.

HOW TO CURE

CONSUMPTION, COUGHS, COLDS, ASTHMA, CROUP,

All diseases of the Throat, Lungs, and Pulmonary Organs.

USE ACCORDING TO DIRECTIONS

ALLEN'S LUNG BALSAM

WANTED LOCAL AGENTS everywhere to sell Tea, Coffee, Baking Powder, Extracts, etc. by sample in families. Profits great. Exclusive territory. Address, PACIFIC TEA CO., 145 Fulton St., New York. Box 5643.

$1000 REWARD

For any case of Blind, Bleeding, Itching, Ulcerated, or Protruding PILES that Dr. Bingham's Pile Remedy fails to cure. Prepared by J. P. MILLER, M.D., Philadelphia. Sent postpaid without his signature, $1 in stamps or cash.

TARRANT'S SELTZER APERIENT

WORTH REMEMBERING.

That TARRANT'S SELTZER APERIENT represents in each bottle thirty to forty glasses of Sparkling Seltzer Water, containing all the virtues of the celebrated German Spring. It is always fresh and always ready, and thus commends itself to all for its efficacy, portability and cheapness.

ALL DRUGGISTS HAVE IT.

TUTT'S PILLS!

AS AN ANTI-BILIOUS MEDICINE, are unmatchable. They stimulate the TORPID LIVER, invigorate the NERVOUS SYSTEM, quicken by this STIMULATING ORGANS, create a healthy appetite, increase the vital energy and animal spirits.

AS AN ANTI-MALARIAL They have no equal; acting as a specific, they cure Bilious, Remittent, Intermittent, Typhoid Fevers, and Fever and Ague. Upon the healthy action of the Stomach and Liver depends, almost wholly, the health of the human race.

DYSPEPSIA It is for the cure of this disease, and its attendants, BIOUS HEADACHE, NERVOUSNESS, DIZZINESS, CONSTIPATION, PILES, &c., that these Pills have gained such a wide reputation. No remedy was ever discovered that so speed