

UTAH CENTRAL RAILWAY COMPANY.

PIONEER LINE OF UTAH.

NEW TIME CARD—IN EFFECT JUNE 1st, 1882.

PASSENGER TRAINS leave Salt Lake City daily for Ogden, and Intermediate Stations, at 7 a. m. and 3.40 p. m.; arrive in Ogden at 8.40 a. m. and 5.20 p. m.

PASSENGER TRAINS leave Ogden daily at 10.10 a. m. and 6.15 p. m.; arrive in Salt Lake at 11.50 a. m. and 7.45 p. m.

SPECIAL PASSENGER TRAIN

Leaves Salt Lake daily for Juab, and Intermediate Stations, at 7 a. m.; connects with C. R. R. W. & J. V. R. R. L. & Western Railway, Utah and Pleasant Valley R. R., and Sanpete Valley Railway; arrives in Juab at 12.05 p. m.

Leaves Juab at 12.05 p. m.; Nephi, 2.00; Provo, 4.00; Lehi Junction, 5.00; Sandy, 5.45; Junction, 5.50; German, 6.05; French, 6.05; arrives in Salt Lake at 6.30 p. m.

REGULAR PASSENGER TRAIN leaves Salt Lake at 2 p. m. for Frisco, Milford and Intermediate Stations; connects with Stage at Milford for Southern Utah, Nevada and Arizona.

Leaves Frisco at 4.00 p. m.; Milford, 6.10 p. m.; Juab, 4.30 a. m.; Nephi, 5.05; Provo, 7.25; Pleasant Grove, 7.55; American Fork, 8.07; Lehi, 8.15; Sandy, 9.05; Junction, 9.15; Lovendish's, 9.27; German, 9.35; French, 9.35; arrives in Salt Lake at 10 a. m.

FOR FREIGHT TRAINS run as usual.

FOR FULL PARTICULARS SEE TIME CARDS.

FRANCIS COPE, Gen'l Frt. & Pass. Ag't.

JAMES SHARP, Asst. Gen'l Sup't.

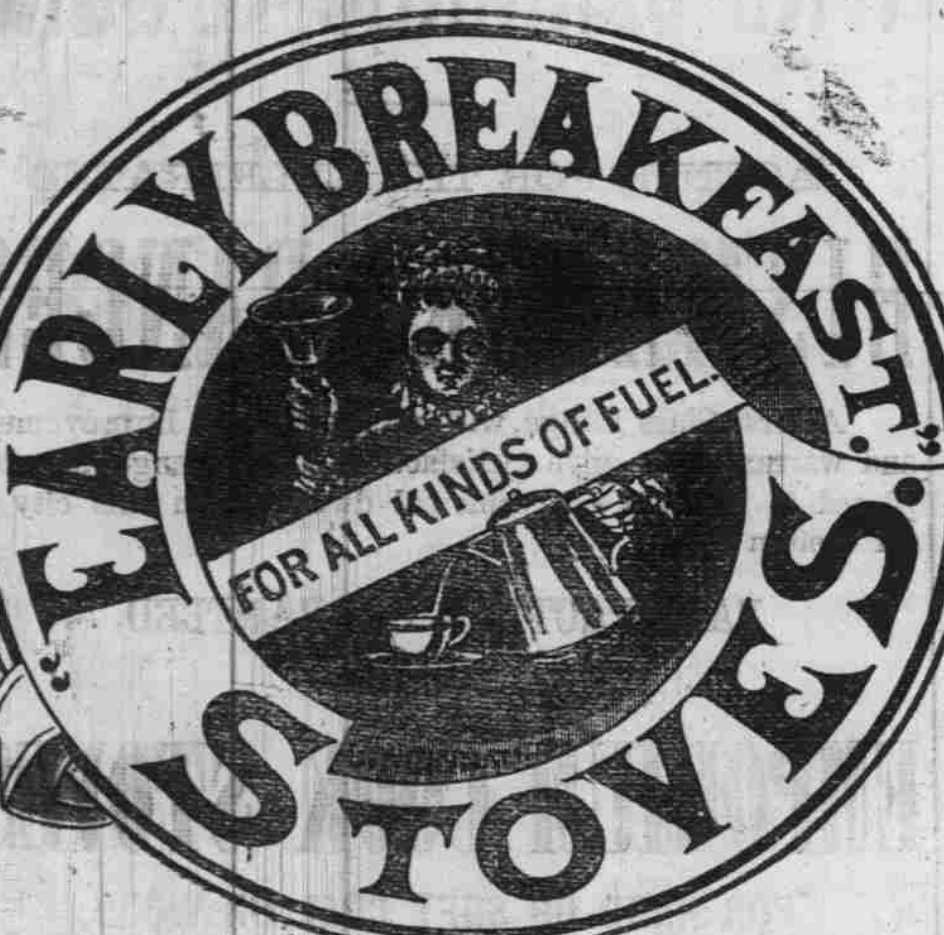
JOHN SHARP, Gen'l Sup't.



FOR SALE BY

Z. C. M. I.

SOLE AGENTS IN SALT LAKE CITY.



THE HEAVIEST AND HANDSOMEST COOK STOVE IN THE WORLD! Combining every modern improvement with many entirely new and distinctive features.

TINWARE, GRANITE IRONWARE, ETC. Extras for the "EVERLASTING" and "TARGET" on hand.

P. W. MADSEN & CO., OPPOSITE HOOPER & ELDREDGE BLOCK.

CHEAP and GOOD.

STEWART'S BRUSHES.

EVERY BRUSH MANUFACTURED BY Stewart is guaranteed to work well, and give entire satisfaction. For sale at Z. C. M. I. & Co., 210 North Second St., St. Louis, Mo.

STEWART, BROS. Co., Pittsburg, Pa.

FOR SALE AT WHOLESALE BY Z. C. M. I.

E. E. SOUTHER & BROS., Saint Louis.

DEALERS IN EVERY DESCRIPTION OF BAR, PLATE AND SHEET IRON

MANUFACTURED BY CORRUGATED SHEET IRON FOR ROOFING AND SIDING BUILDINGS.

L. M. RUMSEY & Co., Manufacturers and Jobbers of PUMPS AND FIRE ENGINES.

Lead Pipe and Sheet Lead, Gas Pipes, Plumbers' and Steam Fitters', Brass Goods, Bellows, Hoses and Packing.

AGRICULTURAL IMPLEMENTS, Fence Wire, Barbed Wire, Fencing, Etc., Etc.

210 NORTH SECOND ST., ST. LOUIS, MO.

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EVENING NEWS.

Wednesday, June 21, 1882.

BY TELEGRAPH.

FOR WESTERN UNION TELEGRAPH LINE.

FORTY-SEVENTH CONGRESS.

SENATE.

WASHINGTON, 20.—Fry, from the Committee on Rules, reported a resolution amending Rule 4, so that, in the absence of the Vice President, the Senate shall choose a President pro tem, who, when temporarily absent, may designate in writing the Senator to perform the duties of the Chair for the day, and during such temporary absence, until the Senate shall otherwise order.

HOUSE.

WASHINGTON, 20.—Bills were introduced by Kelly to establish the internal revenue tax on tobacco, and by Washburne authorizing the removal of obstructions from navigable waters of the United States. It is provided that any bridge across any navigable water of the United States is an obstruction to navigation by reason of a difficulty in passing a draw opening, it shall be the duty of the owner of such bridge to cause to be constructed an opening to such passage.

Bayne, of Pennsylvania, vigorously opposed the revenue bill, the purpose of which, he asserted, was not to promote public service, but to promote political ends.

"For what reason did this bill come in? The report said: 'To prevent controversy about their (the officers') positions and to make them secure.' Who had ever dreamed about their security? The bill is coming out of the present administration and its policy of proscriptive legislation to relieve itself of the embarrassment of removing competent officers at the solicitation of political spoilsmen." After a season of cross-firing between Demotte, Humphrey and Wayne, Dummell advocated the passage of the bill and in reply Bayne's criticism upon the present administration, stated the Commissioner of Internal Revenue had as far back as 1877 earnestly recommended the passage of the bill, which he contended would conduce to a better administration of that branch of the Government. He accused Bayne of an unfair and unmanly attack on the administration.

Burrows, of Michigan, supported the bill on the ground that it would contribute to the good of the service. The motion was lost; yeas 81, nays 100.

O'Neill moved to suspend the rules and pass the pension appropriation bill, which appropriates \$100,000,000. After a protest from House of Tennessee, against passing a bill of such magnitude under a suspension of the rules, the motion was agreed to and the bill passed without debate.

Debaer moved to suspend the rules and pass the bill appropriating \$400,000 for the extension of the Philadelphia Mint.

Kitchin characterized the bill as most extravagant. It was a bill to sell real estate adjoining the Mint to the United States for \$400,000.

Valentine opposed the bill, contending that if any further mint facilities were necessary the claims of the West should be considered.

The motion to suspend the rules was lost.

Townsend moved to suspend the rules and pass the bill to promote the efficiency of the revenue marine service. It provides for the retirement of three-fourths pay of any officer in the service who shall become incapable of performing the duties of his office, or who shall have served forty years. The motion was lost; yeas 70, nays 105.

The bill to regulate immigration passed; 110 to 16. It requires that there shall be paid a duty of 50 cents for each passenger not a citizen of the United States, who shall come by vessel from a foreign port to any port in the United States.

Hatch moved to suspend the rules and pass the bill to establish a bureau of animal industry, and to promote the exportation of diseased cattle and the spread of infectious or contagious diseases among domestic animals. Agreed to.

Williams moved to suspend the rules and pass the joint resolution accepting the invitation of the British government to the United States government to be represented at the International Fishery Exhibition in London, May, 1883, and instructing the Commissioner of Fish and Fisheries to prepare a representative exhibit of the fisheries of the United States, appropriating \$50,000 for the purpose.

The House, yeas 150, nays 30, passed the Senate bill authorizing the Secretary of the Treasury to examine and report to Congress the amount of claims made by certain Western States and Territories for the reimbursement of expenses incurred in repelling the Indian hostilities since 1811, created quite a little excitement. The bill includes the claims of the States of California, Colorado, Nevada, Texas, Kansas, Oregon, Nebraska, and Idaho and Washington Territories. It was opposed by Cannon of Illinois, Hiscok of New York, and a number of other members.

The points made against the bill were, first, that it was opening the door for the claims of every State in the Union for expenses incurred in repelling the Indian hostilities since 1811, etc., and second, that no estimate was ever given of the possible amount of money involved. After a long and bitter struggle and exhibition of a good deal of temper, the bill was put to a vote; the result showed—yeas 64; nays 34, and the point of a "quorum" was raised.

THE CHICAGO & ALTON RAILROAD.

The officers of the Chicago & Alton Railroad say, in reply to the published statement that it was about to join with the Pennsylvania Company and other roads in building an independent bridge across the Mississippi River at St. Louis, that the company has not been asked to join in such a project.

A dispatch received this morning says: That a fight took place between cowboys and Indians on the border of the Indian Territory, in which four of the former were killed. Col. Alexander, of Howard county, had employed some cowboys to drive a herd of 2,000 cattle to Colorado. The boys were herding the stock in the Nation, on route to their destination, when they were ordered to move the stock, but failed or refused to do so, when a fight ensued.

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