

DAVID O. CALDER,  
EDITOR AND PUBLISHER.

## NEWS OF THE DAY.

In Philadelphia a movement has been started to secure a fair ballot and honest count in the October election.

Lotteries are abolished in Nebraska.

Investigations show that Brooklyn has been robbed by its public officers of over \$1,000,000.

Some Senators are excited over the Long Branch scandal, and have started a movement to supersede the president of the Senate.

Heavy bond forgeries are reported in Wall St. N. Y., on the Western Union, and several of the principal railway companies.

Mary F. Wade is not, as she determines to press her suit for breach of promise against a dead author.

The Manitoba prisoners are to be tried this month.

The Colorado desert has been temporarily transformed into a lake by a big storm.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.

Six hundred Catholics have left London on a pilgrimage to France.

The British troops have taken the insurgent ships to Gibraltar, without resistance from the insurgents.

THE DENVER AND RIO GRANDE RAILROAD.

The First Annual Report of the Board of Directors of the Denver and Rio Grande Railway to the Stockholders, April 1, 1875, published by J. B. Lippincott & Co., Philadelphia, is a pamphlet of 64 octavo pages, with two maps and a profile of line from Denver to Pueblo.

This railroad was projected in view of its continuance southward to Mexico, along a belt of country favorable to such a road and having special advantages in location, climate, and natural resources.

The progress of the country on the line of this road is worthy of note. Immediately before the commencement of the road, the population of Denver was 4,000, now it is 15,000; Pueblo, the present terminus of the main line, was 500, now it is 3,500; Colorado City, then 300, now more than double that; Trinidad has now 1,100, more than double what it had then; Littleton, Fountain, and other towns are making rapid growth, scarcely had an existence then; Colorado Springs has 15,000, first house built in August, 1871; South Pueblo started last November, now has over 400. These results date to the first of last April.

The gold and silver yield on the westward of the road has more than doubled, being now four and a half to five millions yearly, and great advance has been made in the development of other resources, such as coal and iron.

The grading of the road was begun in March, 1871. The track-laying was finished from Denver to Colorado Springs, 76 miles, October 27 of that year, and regularly opened for business Jan. 1, 1872. The grading was begun on the second division on the last named date, and the track-laying commenced at Pueblo, 118 miles from Denver, June 15, 1872. Thirty-eight miles of the Arkansas branch, from Pueblo to the coal mines of Fremont County, was done by Nov. 1, and most of the grading to Canyon City, nine miles further, before the end of the year.

The earnings of the main line on an average distance of 100 miles for 1874 was \$274,521.75; expenses, \$177,254.32; net earnings, \$107,267.43.

From various causes the proportion of expense to earnings last year was considerably in excess of what was anticipated in the future. The amount of freight carried was 47,598 tons, or an average of 152 tons daily a distance of 61 miles. The number of paying passengers carried was 25,100, or about daily. The distance of 67 miles, exclusive of 292,000 miles of free passes.

In November and December 271 tons of Canyon City commercial coal was carried, per the Arkansas branch, mostly to Denver, where it sold for 10 per cent, in competition with near and distant coals at \$3. One ton of the former coal carries a passenger train on the road over 100 miles. This coal bed covers between 25 and 40 square miles between Pueblo and Canyon City, with at least two seams each about four feet thick, and it is calculated that there are 64,000,000 tons of coal in one vein.

The road is in complete order. It owns 13 locomotives, 7 passenger cars, 4 baggage and mail cars, and 2 observation cars (with the exception of the trucks) were built in 1872.

The total amount of the bonded debt of the company is \$3,333,000. The liabilities of the company are the interest on its bonds, this year being \$125,000 in gold. The estimated net earnings from the estimated length of main line this year is \$300,000.

The road is a three feet gauge, and the results have been satisfactory. In the first cost of construction 37 per cent was saved over the expense of a track of 4 feet 8 1/2 inches, while the train have been run at the same rate of speed with the same kind of engine, and the other kind of engine would have cost \$100,000 more on special occasions have been run at 30 and 40 miles an hour. There has been no accident of any kind upon which the proportion of pay-

ing to non-paying freight has not been in favor of the latter.

Thirty-five hundred tons of freight has been regularly carried on the main line, and some loaded on the narrow gauge car with 50 tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

New York, 2. There is no entire harmony in the civil service commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission.

Editorial Notes.

HERES CITY, Wash. Co., Aug. 30, 1875.

Within a mile and a half west of this place, and in the corner of the Prov. River, between Heber City and Snake Creek or Midway, Frank Carson, of Alta, Little Cottonwood, about a horse mile, has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Frank the police man, our official friend has so readily at the end of his tongue, and with the natural proclivity of his countrymen, to be on his toes, when a horse is killed, he has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.

Six hundred Catholics have left London on a pilgrimage to France.

The British troops have taken the insurgent ships to Gibraltar, without resistance from the insurgents.

THE DENVER AND RIO GRANDE RAILROAD.

The First Annual Report of the Board of Directors of the Denver and Rio Grande Railway to the Stockholders, April 1, 1875, published by J. B. Lippincott & Co., Philadelphia, is a pamphlet of 64 octavo pages, with two maps and a profile of line from Denver to Pueblo.

This railroad was projected in view of its continuance southward to Mexico, along a belt of country favorable to such a road and having special advantages in location, climate, and natural resources.

The progress of the country on the line of this road is worthy of note. Immediately before the commencement of the road, the population of Denver was 4,000, now it is 15,000; Pueblo, the present terminus of the main line, was 500, now it is 3,500; Colorado City, then 300, now more than double that; Trinidad has now 1,100, more than double what it had then; Littleton, Fountain, and other towns are making rapid growth, scarcely had an existence then; Colorado Springs has 15,000, first house built in August, 1871; South Pueblo started last November, now has over 400. These results date to the first of last April.

The gold and silver yield on the westward of the road has more than doubled, being now four and a half to five millions yearly, and great advance has been made in the development of other resources, such as coal and iron.

The grading of the road was begun in March, 1871. The track-laying was finished from Denver to Colorado Springs, 76 miles, October 27 of that year, and regularly opened for business Jan. 1, 1872. The grading was begun on the second division on the last named date, and the track-laying commenced at Pueblo, 118 miles from Denver, June 15, 1872. Thirty-eight miles of the Arkansas branch, from Pueblo to the coal mines of Fremont County, was done by Nov. 1, and most of the grading to Canyon City, nine miles further, before the end of the year.

The earnings of the main line on an average distance of 100 miles for 1874 was \$274,521.75; expenses, \$177,254.32; net earnings, \$107,267.43.

From various causes the proportion of expense to earnings last year was considerably in excess of what was anticipated in the future. The amount of freight carried was 47,598 tons, or an average of 152 tons daily a distance of 61 miles. The number of paying passengers carried was 25,100, or about daily. The distance of 67 miles, exclusive of 292,000 miles of free passes.

In November and December 271 tons of Canyon City commercial coal was carried, per the Arkansas branch, mostly to Denver, where it sold for 10 per cent, in competition with near and distant coals at \$3. One ton of the former coal carries a passenger train on the road over 100 miles. This coal bed covers between 25 and 40 square miles between Pueblo and Canyon City, with at least two seams each about four feet thick, and it is calculated that there are 64,000,000 tons of coal in one vein.

The road is in complete order. It owns 13 locomotives, 7 passenger cars, 4 baggage and mail cars, and 2 observation cars (with the exception of the trucks) were built in 1872.

The total amount of the bonded debt of the company is \$3,333,000. The liabilities of the company are the interest on its bonds, this year being \$125,000 in gold. The estimated net earnings from the estimated length of main line this year is \$300,000.

The road is a three feet gauge, and the results have been satisfactory. In the first cost of construction 37 per cent was saved over the expense of a track of 4 feet 8 1/2 inches, while the train have been run at the same rate of speed with the same kind of engine, and the other kind of engine would have cost \$100,000 more on special occasions have been run at 30 and 40 miles an hour. There has been no accident of any kind upon which the proportion of pay-

ing to non-paying freight has not been in favor of the latter.

Thirty-five hundred tons of freight has been regularly carried on the main line, and some loaded on the narrow gauge car with 50 tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

New York, 2. There is no entire harmony in the civil service commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission.

Editorial Notes.

HERES CITY, Wash. Co., Aug. 30, 1875.

Within a mile and a half west of this place, and in the corner of the Prov. River, between Heber City and Snake Creek or Midway, Frank Carson, of Alta, Little Cottonwood, about a horse mile, has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Frank the police man, our official friend has so readily at the end of his tongue, and with the natural proclivity of his countrymen, to be on his toes, when a horse is killed, he has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.

Six hundred Catholics have left London on a pilgrimage to France.

The British troops have taken the insurgent ships to Gibraltar, without resistance from the insurgents.

ing to non-paying freight has not been in favor of the latter.

Thirty-five hundred tons of freight has been regularly carried on the main line, and some loaded on the narrow gauge car with 50 tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

New York, 2. There is no entire harmony in the civil service commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission.

Editorial Notes.

HERES CITY, Wash. Co., Aug. 30, 1875.

Within a mile and a half west of this place, and in the corner of the Prov. River, between Heber City and Snake Creek or Midway, Frank Carson, of Alta, Little Cottonwood, about a horse mile, has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Frank the police man, our official friend has so readily at the end of his tongue, and with the natural proclivity of his countrymen, to be on his toes, when a horse is killed, he has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.

Six hundred Catholics have left London on a pilgrimage to France.

The British troops have taken the insurgent ships to Gibraltar, without resistance from the insurgents.

THE DENVER AND RIO GRANDE RAILROAD.

The First Annual Report of the Board of Directors of the Denver and Rio Grande Railway to the Stockholders, April 1, 1875, published by J. B. Lippincott & Co., Philadelphia, is a pamphlet of 64 octavo pages, with two maps and a profile of line from Denver to Pueblo.

This railroad was projected in view of its continuance southward to Mexico, along a belt of country favorable to such a road and having special advantages in location, climate, and natural resources.

The progress of the country on the line of this road is worthy of note. Immediately before the commencement of the road, the population of Denver was 4,000, now it is 15,000; Pueblo, the present terminus of the main line, was 500, now it is 3,500; Colorado City, then 300, now more than double that; Trinidad has now 1,100, more than double what it had then; Littleton, Fountain, and other towns are making rapid growth, scarcely had an existence then; Colorado Springs has 15,000, first house built in August, 1871; South Pueblo started last November, now has over 400. These results date to the first of last April.

The gold and silver yield on the westward of the road has more than doubled, being now four and a half to five millions yearly, and great advance has been made in the development of other resources, such as coal and iron.

The grading of the road was begun in March, 1871. The track-laying was finished from Denver to Colorado Springs, 76 miles, October 27 of that year, and regularly opened for business Jan. 1, 1872. The grading was begun on the second division on the last named date, and the track-laying commenced at Pueblo, 118 miles from Denver, June 15, 1872. Thirty-eight miles of the Arkansas branch, from Pueblo to the coal mines of Fremont County, was done by Nov. 1, and most of the grading to Canyon City, nine miles further, before the end of the year.

The earnings of the main line on an average distance of 100 miles for 1874 was \$274,521.75; expenses, \$177,254.32; net earnings, \$107,267.43.

From various causes the proportion of expense to earnings last year was considerably in excess of what was anticipated in the future. The amount of freight carried was 47,598 tons, or an average of 152 tons daily a distance of 61 miles. The number of paying passengers carried was 25,100, or about daily. The distance of 67 miles, exclusive of 292,000 miles of free passes.

In November and December 271 tons of Canyon City commercial coal was carried, per the Arkansas branch, mostly to Denver, where it sold for 10 per cent, in competition with near and distant coals at \$3. One ton of the former coal carries a passenger train on the road over 100 miles. This coal bed covers between 25 and 40 square miles between Pueblo and Canyon City, with at least two seams each about four feet thick, and it is calculated that there are 64,000,000 tons of coal in one vein.

The road is in complete order. It owns 13 locomotives, 7 passenger cars, 4 baggage and mail cars, and 2 observation cars (with the exception of the trucks) were built in 1872.

The total amount of the bonded debt of the company is \$3,333,000. The liabilities of the company are the interest on its bonds, this year being \$125,000 in gold. The estimated net earnings from the estimated length of main line this year is \$300,000.

The road is a three feet gauge, and the results have been satisfactory. In the first cost of construction 37 per cent was saved over the expense of a track of 4 feet 8 1/2 inches, while the train have been run at the same rate of speed with the same kind of engine, and the other kind of engine would have cost \$100,000 more on special occasions have been run at 30 and 40 miles an hour. There has been no accident of any kind upon which the proportion of pay-

ing to non-paying freight has not been in favor of the latter.

Thirty-five hundred tons of freight has been regularly carried on the main line, and some loaded on the narrow gauge car with 50 tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

New York, 2. There is no entire harmony in the civil service commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission.

Editorial Notes.

HERES CITY, Wash. Co., Aug. 30, 1875.

Within a mile and a half west of this place, and in the corner of the Prov. River, between Heber City and Snake Creek or Midway, Frank Carson, of Alta, Little Cottonwood, about a horse mile, has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Frank the police man, our official friend has so readily at the end of his tongue, and with the natural proclivity of his countrymen, to be on his toes, when a horse is killed, he has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.

Six hundred Catholics have left London on a pilgrimage to France.

The British troops have taken the insurgent ships to Gibraltar, without resistance from the insurgents.

ing to non-paying freight has not been in favor of the latter.

Thirty-five hundred tons of freight has been regularly carried on the main line, and some loaded on the narrow gauge car with 50 tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

New York, 2. There is no entire harmony in the civil service commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission.

Editorial Notes.

HERES CITY, Wash. Co., Aug. 30, 1875.

Within a mile and a half west of this place, and in the corner of the Prov. River, between Heber City and Snake Creek or Midway, Frank Carson, of Alta, Little Cottonwood, about a horse mile, has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Frank the police man, our official friend has so readily at the end of his tongue, and with the natural proclivity of his countrymen, to be on his toes, when a horse is killed, he has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.

Six hundred Catholics have left London on a pilgrimage to France.

The British troops have taken the insurgent ships to Gibraltar, without resistance from the insurgents.

THE DENVER AND RIO GRANDE RAILROAD.

The First Annual Report of the Board of Directors of the Denver and Rio Grande Railway to the Stockholders, April 1, 1875, published by J. B. Lippincott & Co., Philadelphia, is a pamphlet of 64 octavo pages, with two maps and a profile of line from Denver to Pueblo.

This railroad was projected in view of its continuance southward to Mexico, along a belt of country favorable to such a road and having special advantages in location, climate, and natural resources.

The progress of the country on the line of this road is worthy of note. Immediately before the commencement of the road, the population of Denver was 4,000, now it is 15,000; Pueblo, the present terminus of the main line, was 500, now it is 3,500; Colorado City, then 300, now more than double that; Trinidad has now 1,100, more than double what it had then; Littleton, Fountain, and other towns are making rapid growth, scarcely had an existence then; Colorado Springs has 15,000, first house built in August, 1871; South Pueblo started last November, now has over 400. These results date to the first of last April.

The gold and silver yield on the westward of the road has more than doubled, being now four and a half to five millions yearly, and great advance has been made in the development of other resources, such as coal and iron.

The grading of the road was begun in March, 1871. The track-laying was finished from Denver to Colorado Springs, 76 miles, October 27 of that year, and regularly opened for business Jan. 1, 1872. The grading was begun on the second division on the last named date, and the track-laying commenced at Pueblo, 118 miles from Denver, June 15, 1872. Thirty-eight miles of the Arkansas branch, from Pueblo to the coal mines of Fremont County, was done by Nov. 1, and most of the grading to Canyon City, nine miles further, before the end of the year.

The earnings of the main line on an average distance of 100 miles for 1874 was \$274,521.75; expenses, \$177,254.32; net earnings, \$107,267.43.

From various causes the proportion of expense to earnings last year was considerably in excess of what was anticipated in the future. The amount of freight carried was 47,598 tons, or an average of 152 tons daily a distance of 61 miles. The number of paying passengers carried was 25,100, or about daily. The distance of 67 miles, exclusive of 292,000 miles of free passes.

In November and December 271 tons of Canyon City commercial coal was carried, per the Arkansas branch, mostly to Denver, where it sold for 10 per cent, in competition with near and distant coals at \$3. One ton of the former coal carries a passenger train on the road over 100 miles. This coal bed covers between 25 and 40 square miles between Pueblo and Canyon City, with at least two seams each about four feet thick, and it is calculated that there are 64,000,000 tons of coal in one vein.

The road is in complete order. It owns 13 locomotives, 7 passenger cars, 4 baggage and mail cars, and 2 observation cars (with the exception of the trucks) were built in 1872.

The total amount of the bonded debt of the company is \$3,333,000. The liabilities of the company are the interest on its bonds, this year being \$125,000 in gold. The estimated net earnings from the estimated length of main line this year is \$300,000.

The road is a three feet gauge, and the results have been satisfactory. In the first cost of construction 37 per cent was saved over the expense of a track of 4 feet 8 1/2 inches, while the train have been run at the same rate of speed with the same kind of engine, and the other kind of engine would have cost \$100,000 more on special occasions have been run at 30 and 40 miles an hour. There has been no accident of any kind upon which the proportion of pay-

ing to non-paying freight has not been in favor of the latter.

Thirty-five hundred tons of freight has been regularly carried on the main line, and some loaded on the narrow gauge car with 50 tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

New York, 2. There is no entire harmony in the civil service commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission.

Editorial Notes.

HERES CITY, Wash. Co., Aug. 30, 1875.

Within a mile and a half west of this place, and in the corner of the Prov. River, between Heber City and Snake Creek or Midway, Frank Carson, of Alta, Little Cottonwood, about a horse mile, has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Frank the police man, our official friend has so readily at the end of his tongue, and with the natural proclivity of his countrymen, to be on his toes, when a horse is killed, he has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.

Six hundred Catholics have left London on a pilgrimage to France.

The British troops have taken the insurgent ships to Gibraltar, without resistance from the insurgents.

ing to non-paying freight has not been in favor of the latter.

Thirty-five hundred tons of freight has been regularly carried on the main line, and some loaded on the narrow gauge car with 50 tons freight is only equal in weight to a wide gauge car empty and therefore could be run at the same expense.

New York, 2. There is no entire harmony in the civil service commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission. The civil service commission is represented as having said that Mr. Egan is not a member of the commission. Other commissioners are represented as having said that Mr. Egan is a member of the commission.

Editorial Notes.

HERES CITY, Wash. Co., Aug. 30, 1875.

Within a mile and a half west of this place, and in the corner of the Prov. River, between Heber City and Snake Creek or Midway, Frank Carson, of Alta, Little Cottonwood, about a horse mile, has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Frank the police man, our official friend has so readily at the end of his tongue, and with the natural proclivity of his countrymen, to be on his toes, when a horse is killed, he has been killed by a blind bullet, and demanded his horse. The thief, an Irishman, was seen by the police, and the horse was taken to the police station.

Another lawsuit has been commenced against the Raymond & E. Mining Company.

Hon. J. A. Bingham, the new minister of the U. S. for Japan, sailed yesterday from San Francisco for that country.

A collision explosion, yesterday morning, at Swansea, South Wales, killed five men.

The English residents have fled from Carthage, fearing the results of an attack on the insurgents.