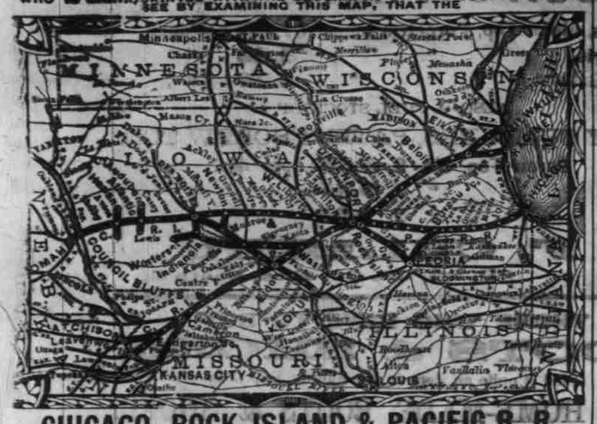
MAN

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, Henry, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic and Avoca; with branches from Bureau Junction to Peoria; Milton Junction to Muscatine; Washington, Fairfield, Eldon, Bethany, Unionville, Princeston, Trenton, Gallatin, Camden, Leavenworth, Atchison, and Kansas City; Farrington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Martinsburg; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only road, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman's Palace attachés, are run 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. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You can get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warranting it), we are pleased to announce that this Company runs *Pullman 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 PERU, with P., P. & J.; P. D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Island & Des Moines.

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

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

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Neb.;

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 Toledo, Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-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	5.15 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 Ry. 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 cities, 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 Bank'g House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths in sleeping cars can be secured.

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

C. H. CLARK, Gen'l Superintendent.

UTAH CENTRAL RAILROAD

PIONEER RAILROAD OF UTAH.

To take Effect January 20th, 1881.

NAME OF STATION.	No. 1 Passenger	No. 3 Passenger	Fares.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	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	Fares.
TRAINS LEAVE			
Ogden	9 40	6 20	
Kaysville	10 20	7 10	1 00
Farmington	10 40	7 30	1 35
Centreville	10 55	7 45	1 60
*Wood's 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 8.00 p.m., leaving Ogden at 6.50 a.m., arriving in Salt Lake City at 10 a.m., leaving Ogden at 3.30 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 13, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger	No. 3 Passenger	Fares.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 19	8 00	50
Germania	7 29	8 10	60
Lovendahls	7 30	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 45	8 45	85
LEAVE			
Sandy	7 55	9 10	
Draper	8 07	10 10	1 00
Lehi	8 14	11 05	1 40
American Fork	8 34	11 35	1 60
Pleasant Grove	8 44	11 50	1 65
		P.M.	
Provo	9 00	12 45	2 00
Springville	9 20	1 10	2 25
Spanish Fork	9 30	1 30	2 50
Payson	9 40	1 50	2 60
Santaquin	9 50	2 05	2 75
Mona	10 05	2 40	3 25
Nephi	11 10	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	5 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger	No. 4 Passenger	Fares.
TRAINS LEAVE	A.M.	A.M.	
Juab	1 00	7 30	
Nephi	1 40	8 05	75
Mona	2 05	9 05	1 25
Santaquin	2 20	9 20	1 50
Payson	2 30	9 30	2 00
Spanish Fork	2 40	9 40	2 00
	P.M.	A.M.	
Springville	3 00	10	2 25
Provo	3 20	10 40	2 50
Pleasant Grove	4 00	11 00	3 00
American Fork	4 10	11 10	3 00
Lehi	4 30	11 30	3 00
Draper	4 40	11 40	3 00
ARRIVE AT			
Sandy	5 00	12 00	4 00
LEAVE			
Sandy		1 00	
Junction		1 15	4 25
Lovendahls		1 25	4 25
Germania		1 35	4 25
Morgan		1 45	4 25
ARRIVE AT			
Salt Lake	6 00	4 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.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	A.M.		
Milford	9 00		
Black Rock	6 30	22	1 25
Neels	6 40	50	2 50
Deseret	7 55	67	3 50
Riverside	8 45	78	4 00
Leamington	10 00	98	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
Leamington	3 00	23	1 25
Riverside	4 15	42	2 25
Deseret	5 05	53	2 75
Neels	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.

OUR SPECIAL INDUCEMENTS

Are offered every day to Cash Buyers, or any other Gilt Edged Fellow, who will find the

BAIN WAGON DEPOT

The place to buy the Best, most Elegant and Substantial

Spring Wagons

In the Market, also

E. M. MILLER & Co's

FINE BUGGIES.

I respectfully ask the Public to call and see my Stock before purchasing elsewhere. My Stock is unusually large and well selected. A full line of the celebrated

BAIN FARM AND FREIGHT WAGONS

Which have the

BEST STEEL SKEIN

Used on any Wagon. The public have had 10 years to see and use goods handled by me and I leave them to be the Judge.

CALL ON OR ADDRESS

HOWARD SEBREE, BAIN WAGON DEPOT, Salt Lake City and Ogden.

NO MORE DIPHTHERIA.

WHERE CANKER IS NOT DIPHTHERIA CANNOT COME.

No Deaths from Diphtheria Where Hall's Remedy has been Used.

READ THE FOLLOWING:

We cannot say too much in behalf of HALL'S CANKER REMEDY. Having witnessed its truly marvelous effects in very dangerous cases in our own family, we would not be without it. It has an excellent nature. We had two children down with diphtheria at the same time. It was stopped in one night; the sores, or scales, were removed next morning with a spoon-handle, and two days after the children were as well as ever. If any question this testimony, they can consult us on the matter.

Mr. and Mrs. F. Wilson, 10th Ward, S. L. City.

For certain and speedy relief in diseases of the chest and lungs, use Hall's Cough Remedy. It has no equal in the market.

These medicines are for sale at every Ward Store. Wholesale and retail at wholesale establishments throughout Utah.

Prices: Cough Remedy 50c., Canker, 50c., Diphtheria, $1.0. d3 3m

BENJ. F. GRAFTON, HERBERT B. PAYNE, SCOTT B. LAND

Late Commissioner of Patents.

PATENTS.

PAYNE, GRAFTON & LAND,

Attorneys-at-Law and Solicitors of American and Foreign Patents.

615 FIFTH STREET, WASHINGTON, D. C.

Practice patent law in all its branches in the Patent Office, and in the department and Circuit Courts of the United States. Prosecute suits for the recovery of money. Procure patents on reasonable terms. Make no charge unless patent is secured. Advice by mail, gratuitous. Models, if any, should be sent by express. Address, PAYNE, GRAFTON & LAND, Washington, D. C.

C. N. W. RAILWAY

—THE— Chicago & North-Western RAILWAY

is the Oldest! Best Constructed! Best Equipped! and hence the

LEADING RAILWAY —OF THE— WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between

COUNCIL BLUFFS —AND— CHICAGO, MILWAUKEE

And all points East, such as *Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.*

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. R'ys depart from, arrive at and use the same joint Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Ft. Wayne and Pennsylvania, and Chicago & Grand Trunk R'ys, and the Kankakee and Pan Handle Routes.

PULLMAN PALACE DRAWING ROOM CARS

Are run on all through trains of this road.

It is the Only Road between COUNCIL BLUFFS and CHICAGO

Upon which is run the celebrated

PULLMAN HOTEL DINING CARS

Insist upon Ticket Agents selling you tickets via this road. Examine your tickets, and refuse to buy if they do not read over the Chicago & North-Western Railway.

If you wish the Best Travelling Accommodations you will buy your Tickets by this route. *TAKE AND WILL TAKE NONE OTHER.*

All Ticket Agents sell Tickets by this Route.

MARVIN HUGHITT, 2nd V. P. and Gen'l Man'r, Chicago.

THOMAS & SHREEVE,

Boot and Shoemakers.

HAVE OPENED A SHOP AT THE WEST end of the Old Market opposite Kimball Block. We shall endeavor to keep on hand a supply of Mens' Womens', Children's and Misses Boots and Shoes of every description. Boots and Shoes made to order, repairing neatly done. d14 1m.

USE NONE BUT THE BEST. THE GREAT FAMILY SOAP MAKER

SAPONIFIER

THE ORIGINAL CONCENTRATED LYE. SOLD BY ALL GROCERS. PENN'A SALT MF'G CO. PHILA.

B. LATIMER, G. H. TAYLOR, G. ROMNEY, F. ARMSTRONG.

LUMBER YARD —AND— PLANING MILL!

Reduction in Prices!

Utah Red and White Pine of all kinds, Eastern Finishing Lumber, California Red Wood, Utah, Bear River, White Cedar and Red Wood

SHINGLES.

Red and White Rustic, Ceiling, Siding, Lath, Pickets, Flooring,

SASH, DOORS, BLINDS, —AND— Mouldings in Great Variety

Frames of all Kinds Made to Order Very Cheap!

WINDOW GLASS.

Using large quantities ourselves, and dealing directly with the Manufactories in CAR LOAD LOTS, we intend keeping a Large Stock on hand, of the various sizes, for the Public to select from at Very Low Rates.

WOOD TURNING OF ALL KINDS.

LATIMER, TAYLOR & CO., ONE BLOCK EAST OF DEPOT.

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 use 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

A Great Specialty for Scab and Tick on Sheep, also Bed Bugs!

The Wonder of the World.

GOOD NEWS FOR ALL!

PROFESSOR HERMAN'S WORLD-RENOWNED VERMIN DESTROYER!

Which is known to be the Superior to Anything yet Discovered for

KILLING RATS, MICE, INSECTS OR POULTRY,

ANTS, BUGS, COCKROACHES, BLACK Beetles, Fleas on Dogs, Blight and Insects on Plants, Moth in Furs, Tick or Scab on Sheep or Goats; also, on Cattle, etc.

This remarkable preparation has been applied with great success against the Insects that attack the Coffee Plants, and would doubtless be equally effectual with the Tea Plants.

SOLD IN PACKETS AT 25 CENTS PER PACKET; OR 6 PACKETS, $1.00.

This Powder is warranted free from all bad smell, and will keep in any climate. It may be spread for days without risk, as it is quite harmless to Cats or Dogs, as they will not eat it.

Directions for use on each packet.

Manufactory: GRAVEL LANE, Houndsditch, City of London, England.

The genuine Powder is now sold by the agent in the Inter-Colonial [illegible] of Victoria, Australia, at [illegible]

Agents for Salt Lake City and Ogden, Wm. Dwyer and Co.

Agent for Logan, R. G. Grange. d26

EVENING NEWS.

Saturday, May 7, 1881.

BY TELEGRAPH.

FOR WESTERN UNION TELEGRAPH LINE.

FORTY-SEVENTH CONGRESS.

SENATE.

WASHINGTON, 6.—In the Senate, this morning, Dawes made an attempt to secure action on the resolution for the election of Senate officers, but democratic senators resumed the tactics of alternating motions to go into executive session and adjourn, until Dawes gave up the fight for the day, and upon his motion the Senate went into executive session, and when the doors reopened, adjourned.

AMERICAN.

WASHINGTON NEWS.

WASHINGTON, 6.—Republicans refused to support the democratic move for executive session to day, but made it themselves, showing they intended to control business. The republican plan was upset by the President's *coup d'etat*, yesterday, and there is no talk of adjournment to-day. All nominations reported from the committee have been confirmed, but about 100 are yet unreported. Several republicans, this morning, urged the President to withdraw Robertson, to remove all cause of trouble and open the way for nominations in New York satisfactory to all republicans. The President positively refused, saying he desired harmony, but could not now, after threats had been made, withdraw Robertson. Conkling said, to day, to a Garfield senator, that he was as confident as ever that Robertson would be rejected. It is evident, however, that a large majority of senators support the Administration, and they say Robertson will be confirmed within a week.

As a result of the conferences between President Garfield, the Secretary of War and Generals Sherman and Sheridan, an order has been prepared, and will probably be promulgated to-morrow, restoring the military divisions to the same status as before the order of December, 1880, which created a division of the Gulf. By the new order, Gen. Scofield is placed on waiting orders, until further orders of the President, with full pay. The territory formerly embraced in the division of the Gulf is restored to the division of the Missouri, which will remain under the command of Lieutenant-General Sheridan. The divisions of the Atlantic and Pacific remains unimpaired, under the commands, respectively, of Gen. Hancock and Gen. McDowell.

Owing to the present important juncture of affairs, the President has been compelled to decline the invitation to be present at the centennial celebration of the battle of Cowpens, which occurs on Wednesday next, at Spartansburg, S. C.

Press Comments on the Political Aspect.

NEW YORK, 6.—The *Times* says: We do not understand that the withdrawal of the names of Woodford, Tenny, Payne, McDougal and Tyler means any intention on the part of the administration to proscribe any republican element or to find any form of factional strife. It would seem to signify only this, that while Conkling has declared open hostilities against the administration, and boasts that he will effect the rejection of Robertson's nomination, the president thinks it desirable that the result of this attack should be made known before other nominees' places are filled. It may be necessary in case a sufficient number of senators should follow Conkling in his reckless course to reject this absolutely unobjectionable candidate to make some further arrangement as to other officers to satisfy the just expectations of that portion of the party in the state who have not surrendered their free will to Conkling. The next move must come from the senators and his friends and it must be made in the Senate. The pilgrimages of yesterday from the east to the west end of Pennsylvania Avenue, to induce the President to abjugate the position of his friends in favor of one angry senator, were unavailing. It will be useless to repeat them. The proper objective point is Conkling. Let friends in the Senate turn to him with the advice heretofore suggested, that if he wants to put himself in a graceful and advantageous position, and at the same time harmonize all sections of the party in his State, let him rise in the Senate and move the confirmation of Robertson. That will settle the whole difficulty—a difficulty, let it always be remembered, which is wholly of his own creation.

Only the *Times* has a leader on the ratification of the Chinese treaties. It says: With characteristic disingenuousness, the democrats of the Pacific States, alarmed at the prospective disappearance of the Chinese question from local politics, vociferously assailed the immigration treaty. The democratic Senate, before which the treaty was laid early in January last, declined to touch the matter, and it has now been ratified after long delay, with scarcely a dissenting voice. The delay, however, has served to dissipate all appreciable opposition to the treaty. Senator Farley, who represents the democratic objectors, if there are any, was especially clamorous for its speedy ratification.

Boston, 6.—The *Herald's* Washington special says of Wednesday's executive session: Farley called up the Chinese treaties and made a lengthy argument. To his forcible appeal answered Senator Hoar, in what was described by an auditor as a spread-eagle-God-and-liberty Fourth-of-July oration, in which he deprecated any attempt to restrict immigration into this country, whether it be from China or from Ireland. He was followed by Miller, the new California senator, who strove to dull the edge of his remarks in a short speech, which he will resume and conclude to-morrow. Miller simply went over the ground previously traversed by Farley. He read a telegram received by him from California, urging co-operation to secure the speedy ratification of the treaties, and set forth, in his mild way, the necessity existing for immediate action. Farley and Hoar spoke loudly and earnestly; Miller was soft in his utterances.

The Canal Progressing Slowly.

A Washington special says: How is the work on De Lesseps' canal advancing? asked a reporter of John M. Wilson, United States consul at Panama, who has lately arrived. Answer—It is making very little progress.

How many men are employed, and what are they doing? A.—There are about 40 Frenchmen down there, about half of whom appear to be running lines in various directions, while the other half are commissaries and so on. There are, besides, about 100 Jamaica negroes engaged in cutting brush. Wyse has returned to France.

Then nothing like serious work has yet been attempted? A.—None whatever. Six stations have been established on the proposed line across the Isthmus, but no houses have been built and the men are living in tents. The rainy season has begun and the men will soon be driven out of tents by the storm. The truth is, it does not look as though DeLesseps ever intends to dig a canal there. DeLesseps is a great diplomatist, but a poor financier, and if he really in good faith intends to build the canal I think he will fail.

A recent issue of the *Francaise* expresses surprise at a statement which is attracting attention in Europe, that the Panama canal will divert 2,000,000 tons of traffic from the Suez canal. It proceeds to show that four-fifths of the Suez traffic consists of navigation between Europe, the Dead Sea, the Persian Gulf, East India, Malta, the peninsula and straits settlements. The Panama canal obviously cannot divert this traffic. The other fifth consists of traffic to China, Japan and Australia. Hong Kong, Canton and Shanghai are nearer Europe by Suez than by the Panama route, and as far as their traffic, five vessels per month are all the share that the Suez canal at present gets. Moreover the Suez dues will be only nine francs per ton, gross tonnage, while the Panama dues will be twelve francs, fifteen centimes, or even fifteen francs. The writer estimates that the Suez canal will not, at the most, lose more than seven or eight per cent. of the total traffic, when the Panama canal is opened.

A Lecture on Gold.

Richard B. Kimball, lectured before the Washington Heights Centennary Club last evening on the subject of "Gold," commencing with the reference made to the metal in the second chapter of Genesis, the first record of creation. The lecturer spoke of the quantities of gold, and traced its history through later books of the Bible down to the present day. It is emblematical of virtue, honesty and beauty, it is the only certain measure of value, because it is value in itself. In the book of Job so perfect a description of mining is given that the California miner would readily recognize the drift of the tunnel and shaft. Solomon was successful as a gold miner. Greeks and Romans were fully alive to its value. In the middle ages, when search was made for the philosopher's stone which was to do away with the trouble of digging for gold, the quantity of coin actually decreased to about $100,000,000 of our money. When the world breathed free again, Venice sprang into glorious commercial life, America was discovered, and the mines of South America and Mexico added in half a century $1,000,000,000 to the circulation. When America began to develope, croakers began to be alarmed, and asked what shall we do? There is not coin enough for the world's business. Just then, in the remote wilds of California, a little daughter of a millwright, while playing in the dam attached to Captain Sutter's sawmill, came to her father and exclaimed: "What a pretty stone." It was a nuget of gold. We all know what followed. Australia was next in gold producing; then came Nevada, Colorado and Arizona until now we have eight or ten States producing enough for all the world. Kimball closed by explaining the term of "specie payments." It does not mean that for all I buy I pay specie. There is not gold and silver enough in all the world to transact the world's business for a single day, but it means that in settling balances in commercial business throughout the world, as well as between man and man, specie must be employed, and the nation which disregards this rule sinks inevitably into discredit and disgrace.

Saved from the Sea.

The shipwrecked mariner says: I shipped from Laterch, March 1st, on the French African coast, bound for the Mediterranean. The vessel was the French war ship *Lamartine*, and was commanded by Captain Blanch. I was servant to the captain. When a few days off the coast we encountered a heavy sea. The vessel was well manned, and had 50 soldiers on board besides. The storm lasted over a week. Some of the crew were killed by falling masts, and some washed overboard. I stayed with the captain who, with five men, took to a raft. We left the ship at night; it was fast going to pieces, and most of the men drowned. When we left we had nothing to eat, and we drifted at the mercy of the waves for two weeks. Two of the party died on the raft of starvation. We were picked up by a ship bound for New Orleans. I was afterwards put on a steamer and brought to this city. My captain is now in New Orleans. I am a Free Mason.

Cables Multiplying.

World's London: The recent flurry and alarm among cable companies here is fully explained to day by the completion of preparations for laying new American cables from England to Nova Scotia. All the nonsense published here and in New York about alleged arrangements for checking American competition with the British cable monopoly is explained to-day by the announcement that the steamship *Faraday* is under orders to sail to-day or to-morrow from the Thames to begin the work of laying new Atlantic cables constructed by the house of Siemens Brothers for Mr Jay Gould and the American Cable Company. The *Faraday* has been taking her cables aboard for the last week at Woolwich. One thousand two hundred miles of new cables are now finished, and 1,500 miles will be finished by the middle of the month. These cables are the very finest ever yet made. Their peculiar feature is a new manner, perfected by the house of Siemens Bros., of so manufacturing gutta percha cores as to insure safety against air bubbles, and avoid faults in the cables, thus insuring much longer working duration to cables, with corresponding advantages to the stockholders. The *Faraday* will sail with about 1,000 miles on board. She will be commanded by Captain Mayhee. The engineer in charge will be John Battle, assisted by Otto Schram. The electrician will be Mr. Jacob. If all goes well the first of the new cables should be laid and in working order by the 31st of August next. Siemens Bros. are now making estimates for American Pacific cables also, the laying of which will begin as early as possible next year.

The High-toned Marriage.

There was a gala procession, yesterday, from the railway station at Salisbury to the palace, on the occasion of the arrival of the Queen of the Belgians and daughter, Princess Stephanie, of Vienna, for the marriage on the 10th inst., of the Princess and Prince Rudolph. The town was elaborately decorated with flags and adorned with triumphal arches. Last night a state dinner was given at the palace. Afterwards there were receptions of deputations bearing wedding gifts. The town was brilliantly illuminated, a torchlight procession of students, who formed before the palace, making with torch outline a monogram of Rudolph and Stephanie. Beacons were lighted on the neighboring hills, and there was a grand display of firework. The royal party drove through the town to witness the illumination. Prince Rudolph returned to Vienna last night.

Vienna, 6.—About 100,000 strangers have arrived here to be present at the marriage of Rudolph and Stephanie.

Salzburg, 6.—The royal party drove to the railway station through a dense and enthusiastic crowd of people. The train started amid strains of Belgian national airs and cheers of the people. The party arrived at Vienna this afternoon.

Vienna, 6.—Prince Rudolph, on his arrival here to-day, was cordially received by a deputation of 1Post his former officers. The arrival at Shin-drenne, of a train bringing the Queen of Belgium and Princess Stephanie, was awaited by the Emperor and Prince Rudolph, wearing Belgium orders of knighthood. The royal train, wreathed with flowers, entered the station, which was richly decorated. Shortly after 5, to strains of the Belgian national anthem, Prince Rudolph embraced the Princess Stephanie, and presented her to the Emperor, who kissed her on the forehead. When the greetings of the royal party were concluded, the burgomaster presented Princess Stephanie with a bouquet of white roses and hawthorne. The party then entered carriages, being received with deafening cheers by the populace, when they appeared at the door of the station. The first carriage contained the Emperor and the King of the Belgians; the second, the Queen of the Belgians, Princess Stephanie and Prince Rudolph; third, Princess Clementine and her governess. The carriages proceeded slowly down the street on which the station was situated, to First Platz, where representatives of six suburbs and Vienna presented homage to royalty, then through Schoubunne Street to the castle. The route of procession was lined with troops, and the crowd of people numbered thousands.

The Spanish Elections.

The *Herald's* Madrid: Later details of the municipal election of the provinces show the return of a large number of the friends of Castellar, his friends in most places having combined with the friends of Sagasta to defeat conservatives and advanced republicans. Many riots occurred in the provincial towns. Sagasta went to the palace this morning to communicate to the king the result, showing how the national vote had ratified the act of royal prerogative that gave power to the liberals in February. The king expressed his satisfaction with the intelligence.

Quite an Excitement.

FAIRPLAY, Colo., 6.—Great excitement yesterday on the acquittal of Tattersall of the murder of Fitzgerald. The widow, later, procured a musket and rushed after Tattersall, but bystanders warned her. Excitement and sympathy for the woman ran high, and Abraham Bergh, delegate to the legislature, openly advocated lynching, but Tattersall saved himself by leaving town.

RAN AWAY

ON SUNDAY EVENING, MAY 1st from the premises of the undersigned in the Twelfth Ward, a small BAY MARE branded [illegible] on left thigh, about five years old had a piece of rope round her neck when she left. Any person bringing her or giving information of her whereabouts will be suitably rewarded.

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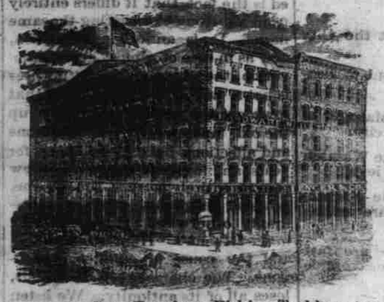

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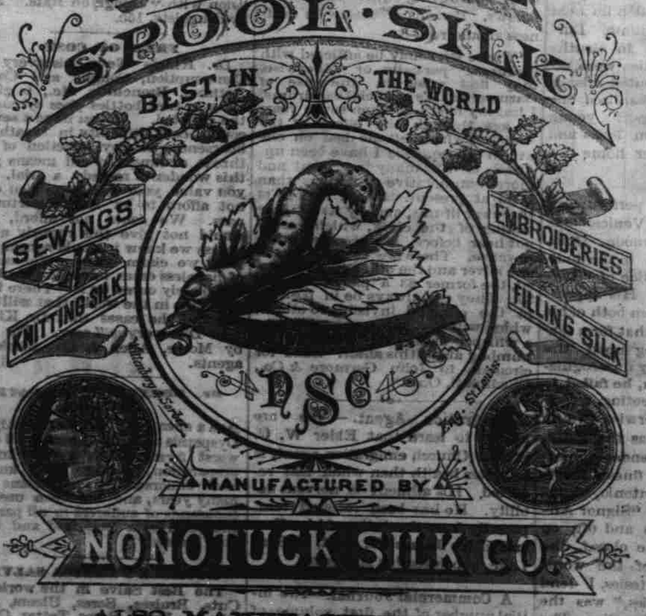

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