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 AND THE WEST

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, and Des Moines, (the capital of Iowa) with branches from Bureau Junction to Peoria; Union Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double track between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points Three Dollars for a double berth, and Six Dollars for a section.

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 dining cars. Present Dining and Restaurant Cars that accompany all through Express Trains. You get an entire meal, and good as is served in any first-class hotel, for twenty-five cents; or you can order what you like, and pay for what you get.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, and the enormous passenger business of this line warranting it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. 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, 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 Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.

At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.

At LA SALLE, with Illinois Central R. R.

At PEORIA, with P., P. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.

At DAVENPORT, with the Davenport & North-Western R. R.

At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.

At GRINNELL, with Central R. R. of Iowa.

At DES MOINES, with D. M. & Ft. Dodge R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. (in Neb.)

At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.

At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.

At KEOKUK, with Toledo, Peoria and Warsaw Wabash, and St. Louis, Keokuk & N.-W. R. Rds.

At BEVERLY, with Kan. City, St. J. & C. B. R. R.

At ATCHISON, with Atchison, Topeka & Santa Fe Atchison & Neb. and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

Our Palace Cars are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, 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.

CHICAGO & NORTH-WESTERN RAILWAY.

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and greatest Railway Organization in the United States. It owns or controls over

2100 MILES of RAILWAY,

PULLMAN HOTEL CARS

Are run along by it through between COUNCIL BLUFFS and CHICAGO.

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA and NEW YORK,

And other Eastern Points.

Insist that the Ticket Agent sell you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this road.

All Agents sell them and Check usual Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Union Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 501 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket Office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HALL'S BALSAM

Cures Colds, Pneumonia, Bronchitis, 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 diseases, 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

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.

Henry's Carbolic Salve allays the pain of burns.

Henry's Carbolic Salve cures all eruptions.

Henry's Carbolic Salve heals pimples and blotches.

Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other.

BEWARE OF COUNTERFEITS. 23

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDDY'S CARBOLIC TROCHES

A SURE REMEDY for Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough.

JOHN F. HENRY, CURRAN & CO., Sole Proprietors, 24 College Place, New York.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878,

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	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 20	
Kaysville	10 23	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 60
*Woods Cross	11 13	7 53	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.40 a. m., arriving in Ogden at 11.50 a.m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.20 p. m., leaving Ogden at 6.00 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.30 p. m., arriving in Salt Lake City at 6.30 p.m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent

JOHN SHARP, Superintendent.

THE OLD RELIABLE

FORT WAYNE 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 Coupler.

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 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 p. m; Baltimore 6.30 p. m. Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p. m; Harrisburg 04.55 p. m; Philadelphia 3.35 a. m; New York 6.45 a. m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 a. m., affording Philadelphia passengers a full night's rest.

9.10 p.m. Night Express Except Saturday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p. m; Harrisburg 3.52 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 9.00 a. m; New York 10.35 a. m; Boston 8.40 p. m. Through Baltimore and Washington Sleeping Car on this train.

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. R. MYERS, Gen'l Pass. and Ticket Agent, CHICAGO.

SPENCERIAN STEEL PENS

of the Very Best European Make, and unrivaled for Elasticity, Durability, and Firmness of Point.

SPECIAL SMALL QUILL AUTOGRAPHIC

In Twenty Numbers, Samples, including Gold Pen, Fine Points 1-2-5-8-15 and Broad 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co., 138 & 140 Grand St., New York.

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 FREIGHT.	FARE.
	A.M.	A.M.	
TRAINS LEAVE			
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Gormania	7 22	8 10	55
Lovendahls	7 25	8 20	60
Junction	7 37	8 35	70
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 58	11 55	1 80
Pleasant Grove	9 08	12 50	1 95
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 22	2 15	3 30
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 20	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
	P. M.	A.M.	
TRAINS LEAVE			
Juab	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES		3 45	
Sandy	5 44	4 55	4 75
Junction	5 55	5 10	4 90
Lovendahls	6 02	5 20	5 00
Germania	6 07	5 30	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.

Nos. 3 and 4 will be run daily Sundays excepted.

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	MILES.	FARE.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	50
Lemmington	9 15	17	1 50
Mills	10 35	33	2 50
ARRIVE AT			
Juab	11 20	38	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	50	3 00

Nos. 1 and 2 will be run daily.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

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	9.40 a.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, for points in Northern Utah, Idaho and Montana, and with Utah Central 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 Banking House of McCormick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

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

H. H. CLARK, Gen. Supt. 400

EVENING NEWS.

Friday, - - February 27, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FORTY-SIXTH CONGRESS.

CONGRESSIONAL.

SENATE.

WASHINGTON, 26.—Maxey, from the committee on postoffices, reported with amendment for the bill to regulate inter-State commerce; to amend the act of 1836, to facilitate communication between States. The three bills were ordered printed and made a special order for the fourth Wednesday in March.

The Senate bill to authorize refunding to postmasters of funds or valuables lost or stolen; placed on the calendar.

Blair submitted a resolution directing the Secretary of the Navy to transmit to the Senate any information in possession of the department in relation to the present condition of affairs in Alaska; adopted.

The Senate considered the calendar.

The remainder of the day was given to eulogies upon the late Senator Houston, of Alabama. At the close of the eulogies the customary resolutions were adopted and the Senate adjourned till to-morrow.

HOUSE.

WASHINGTON, 26.—Warner called attention to the fact that no response was received from the Secretary of the Treasury to the resolution calling for information as to the connection of the Treasury Department with the New York Clearing House, and stated that he would, in a short time, offer a similar resolution.

Warner introduced a joint resolution reaffirming the Monroe doctrine, as follows:

Whereas, In his seventh annual message to Congress, President Monroe asserted that "we owe it to candor and to the amicable relations existing between the United States and these (European) powers to declare that we shall consider any attempt on their part to extend their system to any portion of this hemisphere as dangerous to our peace and safety;" and

Whereas, The doctrine thus announced has been accepted by the American people and has been a cardinal principle in our national policy; and

Whereas, It is now proposed to construct, under guarantees to be given by foreign governments, a canal across the Isthmus of Darien; therefore, be it

Resolved, That the doctrine announced to the world more than half a century ago by President Monroe, and known as the Monroe doctrine, be and the same is hereby reasserted and in accord therewith in behalf of the people of the United States, we affirm that the control of any inter-oceanic canal across the Isthmus of Darien while open to us and all nations equally, must in the interest of ourselves and the world, be kept under special protection.

Resolved, That the United States, sensible of the importance to the trade of the world of opening a water passageway between the two oceans, will cordially promote by such means as may be deemed proper and judicious, such undertaking; joint resolution referred to the inter-oceanic canal committee.

The Speaker laid before the House a communication from the Postmaster General, transmitting a list of offers received for carrying mails, and of all allowances made to contractors during the fiscal year ending June 30, 1879; referred.

Reagan, chairman of the committee on commerce, reported a bill to establish commissioners of inter-State commerce; also certain bills, which he stated would be offered as substitutes.

The House having dispensed the morning hour, went into a committee of the whole on the Star Service bill.

Clymer said the House had voted $3,000,000 for the service, every cent that had been asked for. The startling fact was proved by the report of the Postmaster-General that on the very day the appropriation had been made he had been running the department at a cost of $6,440,000. He called attention to the fact that for the first time since its publication, the Blue Book for this year omitted any statement as to the cost of running the Post-office Department. That statement had been deliberately omitted. He left the committee to judge for itself what had been the object of omitting it. The Second Assistant Postmaster-General claimed there was no limit to his discretion. He (Clymer) claimed that he who laid his hands on any fund so as to defeat the intention of the statutes was a violator of law, and, were it in his power, that violator should suffer as other malefactors. What! that a mere clerk in the Post-office Department should override the will of the legislative power of this Government? Had it come to that, that Congress was the servant of a clerk, and that he proposed to strike it down by coming to this House, and by promise, log-rolling and by threats cut down the service? Was Congress to be driven to do what the Second Assistant Postmaster General thought right, no matter what might be the judgment of Congress? Had it come to that? Was the American Congress to be the slave of a post-office clerk? Congress did not propose to strike down the service, but if it could possibly, by direction, or indirection, curb the assumed power, the apparent extravagance, to use no more offensive term of the Department, it should do so.

Rothwell supported the bill, not as a matter of choice, but as a matter of necessity. The time for argument had passed and the time for action had come.

Conger criticised Clymer for having injected into his speech as strong a political and theatrical effort as he had made on another memorable occasion [referring to the impeachment of Secretary Belknap], except that now he had not mounted his rostrum nor gone to the clerk's desk. The tears, the tremulous tone, the attack, all correspond. [Laughter.] The scenery was all here, but was not all new. The gentleman had informed the House that yesterday or the day before his committee had brought in a bill with a unanimous recommendation.

Clymer—The gentleman is certainly mistaken.

Conger—Well, somebody else said so. To-day the gentleman comes in and says the bill of yesterday was substantially wrong. What shall we do with a committee that told us yesterday this bill was substantially right, and tells us to-day it is substantially wrong? Did this committee get any intimation from any members of the House that this bill was unwise and unsafe? Of course they did.

The general debate having closed, Blount moved a substitute for the first section of the bill reported today by Reagan.

Hayes said he would be willing to vote $5,000,000 if it were needed to keep up an efficient Star service.

Upson said the attempt was being made to force the present bill through under whip and spur, without its being understood by the House or the committee on appropriations. That committee was entirely at sea; it had yesterday brought in a bill which would save to the government only $100,000. To-day, by the substitute, it was proposed to cut down that service over $900,000, and why? The members of the committee had given no reason for it. Their mouths had been frothy and bloody and affire with open and general denunciations of the Postmaster-General and his subordinates, but they had not placed their fingers upon a single fraud, and he challenged them to point to a single substantial reason why the bill should be adopted in its present shape.

Blount's substitute was agreed to; yeas 153, nays not counted.

Blount then moved to amend the second section of the bill by striking out the appropriation of $100,000 to increase the service on existing routes.

Cameron, in advocating the amendment, said in his opinion the expenditure which was now being made on the Star routes was not wise. As a representative, he expressed that opinion boldly and fearlessly. In politics he was republican, yet he stood on all questions of expenditure of money on his character and freedom as a representative, and no cracking of the party whip in the hands of the gentleman from California (Page) by talking about riders, or reinforcements from the "Solid South," (alluding to the remark of Page, that it was hard to beat the "Solid South" when reinforced by his side of the House). Politics had nothing to do with the matter. If it was to be made a political test whether these $2,000,000 were to be poured into the lap of half a dozen contractors on those enormous routes, then he was not a politician.

Calkins said the committee had made an attack upon the Star service in only two States and the Territories and had carried off their scalps. Had it broadened the provisions of the bill so as to extend to their own party to make a quorum?

AMERICAN.

EXCITED CALIFORNIANS.

Oil Needed on the Troubled Waters.

SAN FRANCISCO, 26.—There was no parade of workingmen to-day, and the meeting at the sand lot was comparatively tame. Gannon, chairman of the committee, reported that after this week the committee would cease calling on the employers of Chinese, and week day meetings at sand lots would be discontinued. Cries of "agitate" were then heard. "We will agitate in a different way," said Gannon. His speech was principally devoted to comment on the recent meeting of merchants, with a view to raising a subscription for the benefit of the unemployed, several of whom he abused roundly.

A meeting of merchants was held this afternoon to hear the report of the committee appointed to concert relief measures. There was a very small attendance and a report was not submitted. The committee stated that since the last meeting the incendiary language of the agitators had put the mercantile community in such a frame of mind that it would be of little use to approach them for contributions. The feeling seemed to be that they were ready to assist the unemployed, but wanted to wait and see the result of the agitation. The meeting adjourned without action, and the impression seemed to be that the project had fallen through until such time as more temperate counsels might prevail among the workingmen. There was considerable inquiry, to-day, among gentlemen supposed to be interested in the reported vigilance committee. The movement failed to draw out any direct information on the subject, but there is good reason to believe the report well founded, and that a thorough organization exists. It is understood Kearney has gone to Sacramento.

It would appear from the tone of the editorials of the New York journals, telegraphed to the San Francisco papers, that apprehension exists there as to the real situation. It is not true that the agitation has assumed a socialistic aspect, nor is there any good reason to believe that within a few days the mob will march on Chinatown. Several things have combined to bring about the present critical condition of affairs. Processions of the unemployed, and their demands for a discharge of the Chinese and the employment of white labor, excited the workingmen and irritated the capitalists. The passage of the law forbidding corporations to employ Chinese, and the refusal of certain corporation managers to comply with the law until it had been interpellated by the United States courts have aggravated the mutual hard feeling. The action of the Board of Health declaring Chinatown a nuisance, was supposed, by the workingmen, to mean immediate and wholesale condemnation of the Chinese quarter, and the removal of the occupants to the outskirts of the city, and the delay necessarily arising in carrying out the decree of the condemnation in detail, under legal process, has given rise to the apprehension that an effort is on foot to defeat the measure. These things have combined to impress the workingmen with the belief that, while they have both the law and justice in the case on their side, an organized attempt is afoot to resist the laws and rob them of the benefits. It is expected, from their operations, that this belief has been fostered and their fears worked up to the highest pitch of apprehension by the windy declarations of some of their leaders, until they are undoubtedly living in daily expectation of an uprising of a vigilance committee backed by the police and the military, for the purpose of killing their leaders and trampling the law under foot. As a matter of fact, the condemnation of Chinatown meets with the almost unanimous approval of citizens of all classes. The corporations are daily discharging Chinese, pending an interpretation of the law and the relief movement would have been actively progressing, but for the violent harangues of the last few days. On the other hand the incendiary language of the agitator has alarmed and exasperated the business classes until they are ready to arm in self-defense. Both parties are lashing themselves into a fury over the almost imaginary grounds of disagreement. There is no doubt that Mayor Kalloch means to use all his influence with his followers to keep the peace; but he probably recognizes the fact that to maintain his influence over them, it is necessary, to a certain extent, to fall into their ways of speech and action. At the present time, a few calm words between the leaders of the workingmen and the business classes would go far to create a better understanding, and remove all danger of a conflict, and from appearances to-day, there is reason to believe that something of the kind has taken place, and that influences are at work tending to a pacific solution of the question.

NEW YORK, 26.—The *Commercial Bulletin* to-day, commenting on the law of the legislature compelling corporations to discharge Chinese workmen, declares it is unconstitutional from beginning to end. Treaties with foreign powers are superior to State legislation. California thus places itself in direct antagonism with, if not virtual rebellion against, the supreme law of the land. On this question fortunately President Hayes is sound, and the country is therefore entitled to expect at his hands the maintenance of national honor and dignity in this business, come what may. Corporations whose contracts are invaded by this legislation, should lose no time in appealing to the federal courts. Certain it is, until the federal government steps in and vindicates its authority in the premises, every business and social interests of California will be at the mercy of communists, who appear to be as ignorant of constitutional law as they are of the simple rudiments of political economy.

The *Times* says there is every reason to believe that within a few days the San Francisco mob will make an attack on Chinamen. Preparations for this attack are in open progress, and Denis Kearney, the eminent California statesman whom Hayes once honored with a long interview at the White House, is now appealing to his followers to furnish money for the erection of a neat and servicable gallows on the Sand Lots whereon to hang all who are guilty of the crime of being Chinamen. As the mayor of the city is the ally and tool of Kearney, no protection will be given by him to the Chinese, and the fate of these unhappy heathen, in case the riot takes place, can be easily imagined.

INVALIDS

AND OTHERS SEEKING

HEALTH,

STRENGTH AND ENERGY,

WITHOUT THE USE OF DRUGS, ARE REQUESTED TO SEND FOR THE ELECTRIC REVIEW, AN ILLUSTRATED JOURNAL, WHICH IS PUBLISHED FOR FREE DISTRIBUTION.

IT TREATS UPON HEALTH, HYGIENE, and Physical Culture, and is a complete encyclopedia of information for invalids and those who suffer from Nervous, Exhausting and Painful Diseases. Every subject that bears upon health and human happiness, receives attention in its pages, and the many questions asked by suffering invalids, who have despaired of a cure, are answered, and valuable information is volunteered to all who are in need of medical advice.

The subject of Electric Belts versus Medicine, and the hundred and one questions of importance to suffering humanity, are duly considered and explained.

The ELECTRIC REVIEW exposes the unmitigated frauds practiced by quacks and medical imposters who profess to "practice medicine," and points out the only safe, simple, and effective road to Health, Vigor, and Bodily Energy.

Send your address on postal card for a copy, and information worth thousands will be sent you. Address, the publishers,

PULVERMACHER GALVANIC CO., 513 Montgomery St., San Francisco, California.

THE GREAT REMEDY FOR CURING.

ALLEN'S LUNG BALSAM.

Coughs, Colds, Consumption, Asthma, Bronchitis, and all other Throat and Lung Affections. Endorsed by the Press and Physicians. Taken by thousands and successful always. It has no Equal.

SOLD EVERYWHERE.

TOLL-GATE NO. 2. 75 objects to find. Beautiful Colored Picture. Very ingenious. Send stamp for package. Dr. E. C. AUBEY, Buffalo, New York. dw 1y

NOTICE.

THE SEMI-ANNUAL MEETING OF THE Stockholders of Zion's Co-operative Mercantile Institution, will be held in the Council House in this City, on Monday, April 5th, 1880, at 2 o'clock p. m., for the transaction of such business as may be brought before the meeting.

Stock transfer books will be closed on the 1st of March and reopened on the 6th of April next.

THOS. G. WEBBER, Secretary and Treasurer.

Salt Lake City, Feb. 13, 1880. td

KINDLING WOOD.

TEN BUSHELS FOR $1.00,

Delivered.

SAWS SHARPENED AND SET. DEALER IN RAGS

Iron, all kinds, wanted, Bottles, etc.

J. THORN,

Third South Street, half block east Clift House. d153m

NO MORE RHEUMATISM OR GOUT ACUTE OR CHRONIC SALICYLICA SURE CURE.

Manufactured only under the above Trade-mark, by the

European Salicylic Medicine Co., OF PARIS AND LEIPZIG.

IMMEDIATE RELIEF WARRANTED. Permanent Cure Guaranteed. Now exclusively used by all celebrated Physicians of Europe and America, becoming a Staple, Harmless and Reliable Remedy on both continents. The highest Medical Academy of Paris reports 95 cures out of 100 cases within three days. Secret—The only dissolver of the Poisonous Uric Acid which exists in the Blood of Rheumatic and Gouty Patients. $1 a box; 6 boxes for $5. Sent to any address on receipt of price. Indorsed by Physicians. Sold by all Druggists. Address,

WASHBURNE & CO., Only Importers' Depot, 212 Broadway, New York.

For Sale by MOORE, ALLEN & CO., And druggists generally. dw

Swallowing

POISON

Sparks of disgusting mucous from the nostrils or upon the tonsils, Watery Eyes, Snuffles, Buzzing in the Ears, Deafness, Crackling sensations in the Head, Intermittent Pains over the Eyes, Foetid Breath, Nasal Twang, Scabs in the Nostrils and Tickling in the Throat are

SIGNS OF CATARRH.

No other such loathsome, treacherous and undermining malady curses mankind. One-fifth of our Children die of diseases generated by its Infections Poison, and one-fourth of living men and Women drag out miserable existences from the same cause. While asleep, the impurities in the nostrils are necessarily swallowed into the stomach and inhaled into the lungs to poison every part of the system.

Dr. Wet De Meyer's Catarrh Cure absorbs the purulent virus and kills the seeds of poison in the farthest parts of the system. It will not only relieve, but certainly cure Catarrh at any stage. It is the only remedy which in our judgment, has ever yet really cured a case of Chronic Catarrh.

Cured! Cured! Cured! Cured!

G. G. PRESBURY, Prop. West End Hotel, Long Branch, cured of 20 years Chronic Catarrh.

S. BENEDICT, Jr., Jeweler, 607 Broadway N. Y., (member of family) cured of Chronic Catarrh.

E. H. BROWN, 338 Canal St., N. Y., cured of 11 years Chronic Catarrh.

J. D. MCDONALD, 710 Broadway, N. Y. (Sister-in-law) cured of 40 years Chronic

MRS. JOHN DOUGHTY, Fishill, N. Y., cured of 8 years Chronic Catarrh.

MRS. JACOB SWARTZ, Jr., 200 Warren St., Jersey City, cured of 18 years Chronic Catarrh.

A. B. THOMS, 183 Montague St., Brooklyn. (self and son) cured of Catarrh.

REV. WM. ANDERSON, Fordham, N. Y., cured of 20 years Chronic Catarrh.

MLLE. AIMEE, Opera Prima Donna, "I have received very great benefit from it."

A. MCKINNEY, R. E. Pres., 33 Broad St., N. Y.: "My family experienced immediate Relief."

&c. &c. &c. &c. &c.

Wet De Meyer's Catarrh Cure is the most important medical discovery since vaccination. It is sold by all Druggists, or delivered by D. B. Dewey & Co., 86 Dey St., N. Y., at $1.50 a package, 6 Cans, six packages for $7.50. Dr. Wet De Meyer's Treatise is sent free to anybody.

Children Cry for Pitcher's Castoria.

Celtine Liniments, the world's great Pain-relieving Agents for Man and Beast.

NAMES OF PRESIDENTS AND BISHOPS OF THE ORGANIZED STAKES OF ZION.

BEAR LAKE STAKE.

WM. BUDGE, ... President.

JAS. H. HART, GEO. OSBORN, } Counselors.

Bear Lake County, Idaho.

BISHOPS.

Henry A. Lewis, George Town.
Joseph W. Moore, Bennington.
Chas. E. Robison, Montpelier.
H. H. Dalrymple, Preston.
P. Jensen, Ovid.
Edwin N. Austin, Liberty.
Henry J. Horne, 1st Ward, Paris.
Robert Price, 2d " "
Wm. Hulme, Bloomington.
John A. Hunt, St. Charles.
Robert Pope, Fish Haven.
B. F. Lau, acting, Soda Springs.
John Kuntz, acting, Bernie.

Rich County, Utah.

Joseph Kimball, Meadowville.
Ira Nebeker, Lake Town.
Randolph H. Stewart, Randolph.
W. H. Lee, Woodruff.

BEAVER STAKE.

JOHN R. MURDOCK, ... President.

JOHN ASHWORTH, M. L. SHEPHERD, } Counselors.

Beaver County.

BISHOPS.

Charles D. White, 1st Ward, Beaver.
John X. Smith, 2d " "
Robert Easton, Greenville.
Jos. H. Joseph, Adamsville.
James McKnight, Minersville.

BOX ELDER STAKE.

OLIVER G. SNOW, ... President.

P. A. BOX, ISAAC SMITH, } Counselors.

Box Elder County.

BISHOPS.

Henry Tingey, 1st Ward, Brigham City.
Alvin Nicholls, 2d " "
John D. Burt, 3d " "
John Welch, 4th " "
Orin A. Perry, Three Mile Creek.
Geo. W. Ward, Willard City.
Peter C. Jensen, Mantua.
Thomas Harper, North ——
Abraham Hunsaker, Honeyville.
John C. Dewey, Deweyville.
Oliver C. Hoskins, Portage.
Wm. Seeley, Bear River City.
Arnold Goodliffe, Curlew.
Samuel H. Kimball, Grouse Creek.

Oneida County, Idaho.

Geo. Dunford, Malad City.

CACHE STAKE.

WM. B. PRESTON, ... President.

M. W. MERRILL, CHAS. O. CARD, } Counselors.

Cache County.

BISHOPS.

Benjamin M. Lewis, 1st Ward, Logan City.
Henry Ballard, 2d " "
Robert Davidson, 3d " "
Thomas N. Smith, 4th " "
William Hyde, 5th " "
Robert Daynes, Hyde Park.
Samuel Roskelley, Smithfield.
Wm. L. Skidmore, Richmond.
Wm. H. Lewis, Lewiston.
John Jardine, Clarkston.
Wm. F. Rigby, Newton.
Alma Harris, Benson.
Henry Hughes, Mendon.
William H. Maughan, Wellsville.
Orson Smith, Paradise.
O. N. Liljenquist, Hyrum.
George O. Pitkin, Millville.
Milton Hammond,