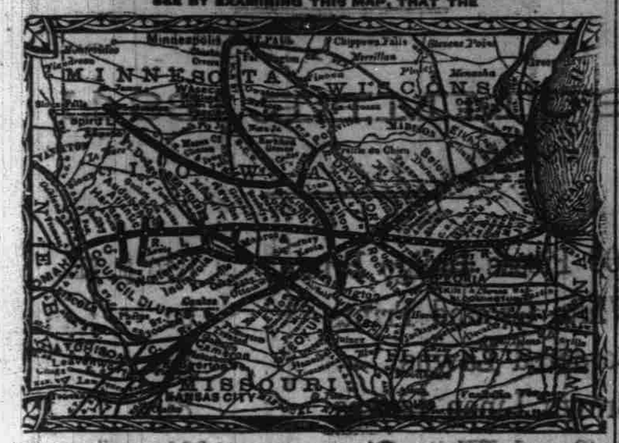
A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND AND PACIFIC R'Y

Being the Great Central Line, affords to travelers, by reason of its unrivalled geographical position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally and strictly true, that its connections are all of the principal lines of road between the Atlantic and the Pacific.

By its main line and branches it reaches Chicago, Joliet, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Keokuk, Knoxville, Oskaloosa, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic, Avoca, Audubon, Harlan, Guthrie Center and Council Bluffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri, and Leavenworth and Atchison in Kansas, and the numerous cities, villages and towns intermediate. The

"GREAT ROCK ISLAND ROUTE,"

as it is familiarly called, offers to travelers all the advantages and comforts incident to a smooth track, safe bridges, Union Depots at all connecting points, Fast Express Trains, composed of COMMODIOUS, WELL VENTILATED, WELL HEATED, FINELY UPHOLSTERED and ELEGANT DAY COACHES; the celebrated PULLMAN'S MOST MAGNIFICENT BORTON RECLINING CHAIR CARS (a class by itself); PULLMAN'S latest designed and handsomest PALACE SLEEPING CARS, and PULLMAN'S PALACE DINING CARS, that are acknowledged by press and people to be the finest on any road in the country, and in which superior meals are served to travelers at the low rate of SEVENTY-FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER.
TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL, via the famous

"ALBERT LEA ROUTE."

January 1882, a new line will be opened, via Geneva and Kankakee, between Newport News, Richmond, Cincinnati, Indianapolis, Chicago, Council Bluffs, Omaha, St. Paul, Minneapolis and intermediate points.

All Through Passengers carried on Fast Express Trains.

For more detailed information see Maps and Folders, which may be obtained at all Ticket offices in the United States and Canada, or of

R. R. CABLE, Pres't and General Manager. E. ST. JOHN, Gen'l Ticket and Pass'r Agent.

CHICAGO.

UTAH CENTRAL RAILROAD

NEW TIME CARD, AUG. 2, 1884.

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

Going North.		Going South.	
Atlantic Express at	7.25 a.m.	Midland Express at	7.20 a.m.
Local Express at	10.17 a.m.	Provo Express at	1.31 p.m.
Pacific Express at	4.30 p.m.		

Passenger Trains Arrive in Salt Lake, daily as follows:

From North.		From South.	
Pacific Express at	10.50 a.m.	Provo Express at	10.00 a.m.
Local Express at	4.00 p.m.	Milford Express at	4.30 p.m.
Atlantic Express at	7.50 p.m.		

Freight Trains leave Salt Lake daily, except Sundays, for North at 8.15 a.m. and 4.25 p.m.; for South at 8.15 a.m. and 1.30 p.m.

FRANCIS COPE, General Freight and Passenger Agt. JOHN SHARP, General Superintendent.

J. W. FARRELL & CO.

SANITARY DEPOT,

No. 70 W. Second South Street, S. L. City, Utah.

PLUMBING AND GAS FITTING,

Steam Heating and Ventilating.

CITY WATER AND GAS INTRODUCED INTO BUILDINGS.

THE SHORT LINE OF THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

is now running its FAST EXPRESS TRAINS daily from

Omaha and Council Bluffs,

with PULLMAN'S MAGNIFICENT SLEEPERS, and FINEST DINING CARS IN THE WORLD.

If You are Going East, — TO — CHICAGO, MILWAUKEE, Or to any point beyond; or

If You are Going North, — TO — ST. PAUL or MINNEAPOLIS,

Take the BEST ROUTE, the

Chicago, Milwaukee and St. Paul RAILWAY.

WM. ABEL, Agent, P. O. Box, 743, S. L. City.

R. R. MERRILL, Gen. Manager. A. V. H. CARPENTER, Gen. Pass. Agent. J. T. CLARK, Gen. Supt. GEO. H. HEAFFORD, Asst. Gen. Pass. Agent. 4 46

THE SHORTEST AND Most Direct Route TO THE EAST IS VIA THE ATCHISON, Topeka & Santa Fe

Which Connects in a Union Depot at

PUEBLO

with the Denver & Rio Grande Rail'y

THIS NEW LINE is splendidly equipped with PULLMAN SLEEPING CARS, Elegant Day Coaches, STEEL RAILS, Best Equipment, Best Road Bed in the Country, and the Only Line running Through Cars to the Missouri River. SPEED! SAFETY! COMFORT! LUXURY!

QUICKEST TIME To the Missouri River.

E. V. BERGAN, Traveling Agent, SALT LAKE CITY, UTAH.

THE BEST EQUIPPED RAILROAD IN THE WORLD — BY ALL ODDS

Let it be forever remembered that the

CHICAGO & NORTH-WESTERN RAILWAY

is the best and shortest route to and from Chicago and Council Bluffs (Omaha), and that it is preferred by all well posted travelers when passing to or from

CALIFORNIA AND COLORADO.

It also operates the best route and the short line between

Chicago and St. Paul and Minneapolis

Milwaukee, LaCrosse, Sparta, Madison, Fort Howard (Green Bay), Wis., Winona, Owatonna, Mankato, Minn., Cedar Rapids, Des Moines, Webster City, Algona, Clinton, Marshalltown, Iowa, Freeport, Elgin, Rockford, Ill., are amongst its 800 local stations on its lines.

Among a few of the numerous points of superiority enjoyed by the patrons of this road are its DINING CARS, which are the finest that human art and ingenuity can create; its PALATIAL SLEEPING CARS, which are models of comfort and luxury; its PALACE DRAWING ROOM CARS, which are unsurpassed by any; and its widely Celebrated NORTH-WESTERN DINING CARS, the like of which are not run by any other road anywhere. In short, it is asserted that it is the BEST EQUIPPED ROAD IN THE WORLD.

All points of interest North, Northwest and West of Chicago, business centres, summer resorts, etc., are reached by this unrivalled route. Depots in Chicago are conveniently located for the varied business and pleasure interests they subserve. Depot ticket agents everywhere sell tickets over this road. Its employés, over 6,000 miles of road, about 3,000 strong, numbering among them conductors constantly caring for its millions of patrons.

Ask your nearest agents for tickets via this road. AND TAKE NONE OTHER. All ticket agents sell them. It costs no more to travel on this route, that gives first class accommodations, than it does to go by the poorly equipped roads.

Tourists, Sportsmen and others desiring sporting or summer resort papers, or other information not obtainable at your local ticket office, write to the

GEN'L PASS. AGENT, C. & N.-W. R'Y, CHICAGO, ILL.

THE UTAH AND NEVADA RAILWAY.

ON AND AFTER WEDNESDAY, JUNE 4th, 1884, the Utah and Nevada Railway Company will run their trains as follows:

(Sundays excepted.)

STANDARD MOUNTAIN TIME.

Leave Salt Lake City	6.50 a.m.
" Garfield	10.00 "
" Tooele	11.00 "
Arrive at Terminus	11.40 "
Leave Terminus	1.00 p.m.
" Tooele	[illegible]
" Garfield	[illegible]
Arrive at Salt Lake City	[illegible]

THE BATHING TRAIN

Will leave Salt Lake City (Sundays excepted) for the Lake at 5:10 p.m.; returning, arrive at [illegible]

SUNDAY TRAINS

Leave Salt Lake City for Black Rock and Garfield only at 10 a.m. and 4.30 p.m.; returning, arrive at [illegible]

Children between 5 and 12 years of age, half price.

Special Rates given to Sunday Schools, Societies, etc.

[illegible] will be accepted after 4 p.m.

S. SCHRIVER, Gen'l Manager. H. W. RIVER, Supt.

PETERSON'S MEAT MARKET.

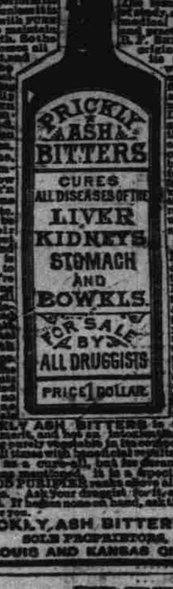
J. W. WEST, BUTCHER AND DEALER IN FRESH AND SALT MEATS.

Family Trade Solicited. Orders by Telephone promptly attended to.

24 WEST, FIRST SOUTH STREET.

THE LIVER AND ITS FUNCTIONS.

It has become a well established fact that the large portion of diseases to which the human family is subject arise from the [illegible] of the liver. Not only the liver, but in the same time one of the most important functions of the liver, [illegible] for digestion as well as for a purgative to assist in the removal of waste matter and [illegible] are eliminated. From this it is evident that the liver is liable to get out of order to a great or less extent, and when this occurs it is responsible for it to properly fulfill its office, allowing all objectionable matter from the blood to remain in the system, coming with it the [illegible] of which it should have been the purifier. Dr. R. V. PIERCE'S PRICKLY ASH BITTERS. This result of years of study, experiment and research, Dr. R. V. PIERCE, in [illegible] his success in [illegible] whatever may be [illegible] Dyspepsia, Liver Complaint, Dyspeptic Pain, Costiveness and that class of diseases for which a bitter tonic is required, he offers to the sick and suffering his PRICKLY ASH BITTERS, in the hope that they will give them a trial. Sold by druggists generally.



PRICKLY ASH BITTERS is a medicine of very merit, and has an [illegible] flavor, and being entirely vegetable in its composition can be used in all cases with perfect safety. It is very pleasant as a cordial, but for derangements of the LIVER AND BOWELS it is a specific. [illegible] questions. Ask your druggist for it, and give it a fair trial. If he does not keep it on hand, ask that he order it for you.

PRICKLY ASH BITTERS CO., SOLE PROPRIETORS, ST. LOUIS AND KANSAS CITY, MO.

Parents BUY Children's Shoes with A.S.T.Co TRADE MARK BLACK TIPS PROTECTING THE TOES.

WATSON BROS., Stonecutters and Builders,

Tombstones, Monuments, Mantels, Iron Mantels, Grates and Hearth Stones.

1278 & 1280 SOUTH TEMPLE ST., Opposite Assembly Hall.

JOSEPH E. TAYLOR PIONEER UNDERTAKER of UTAH.

No. 253 FIRST SOUTH STREET. E; TELEPHONE No. 70.

THIS IS TO GIVE NOTICE THAT I have not changed my place of business, neither have I any connection with any other firm, but can be found night or day at the old stand to promptly and efficiently fill all orders entrusted to my care. Telegraph Orders answered by return train.

SEXTON'S OFFICE in same building.

LUMBER YARD AND PLANING MILL,

HALF-A-BLOCK EAST OF DEPOT.

LUMBER,	DOORS,
LATH,	SASH,
SHINGLES,	MOULDINGS,
CEILING,	FRAMES,
FLOORING,	PICKETS,
HARDWARE,	RUSTIC,

SASH WEIGHTS, GLASS, Etc.

ALL BILLS PROMPTLY FILLED

BUILDERS, Contractors and Manufacturers.

TAYLOR, ROMBEY & ARMSTRONG, Late Latimer, Taylor & Co. P. O. Box 639.

KENNEDY'S EAST INDIA BITTERS

TRADE MARK. FAMILY TONIC FOR DYSPEPSIA, REGISTERED AND BEVERAGE RHEUMATISM &c.

COMPOUNDED WITH MINERAL WATER. BEST REMEDY IN THE WORLD!

For Rheumatism, Constipation, Biliousness, Lung Diseases, Dyspepsia, Sedentary Diseases, Kidney Complaint, Impure Blood.

ILER & CO. PROPRIETORS AND SOLE MANUFACTURERS, OMAHA, NEB.

SOLD BY DRUGGISTS, GROCERS AND WINE MERCHANTS.

DR. P. STEINHART, SPECIALIST,

FORMERLY PARTNER OF DR. MINTIE, SAN FRANCISCO.

HAS PERMANENTLY LOCATED IN SALT LAKE CITY

No. 261, Main Street,

Opposite Overland House,

In Union Block, Room No. 1 First Floor.

A GENTLEMAN [illegible]

HE HAS HAD TWENTY-FIVE YEARS [illegible] in the treatment of

All Chronic Diseases, Mercurial Affections of the Throat, Skin or Bones, Syphilis, Debility, Paralysis, Dyspepsia, Indigestion, Heart and Kidney Diseases.

TAPE WORM EXPELLED IN 2 HOURS.

TREATED AND CURED SUCCESSFULLY

Consultation at the office is Free and Strictly Private. [illegible] Medicines sent everywhere. Do not put it off.

All correspondence strictly confidential.

EVENING NEWS.

Saturday, August 30, 1884.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

AMERICAN.

POLITICAL POINTS—BEN BUTLER'S BOOM, ETC.

HORRIBLE DETAILS OF THE RAILWAY EXPLOSION.

A TERRIBLE CYCLONE SWEEPS THROUGH HURON.

INDICTMENTS IN ARIZONA.

HANGED.

A DEFAULTING PAYMASTER ATTEMPTS SUICIDE.

Terrible Disaster.

DENVER, 29.—*News'* Greeley: The burning of the circus car nine miles north of Greeley, was attended with indescribable horrors. The burned car was next to the engine in a train of 17 cars containing Orton's Anglo-American Circus, which left Fort Collins at about midnight for Golden, over the Greeley, Salt Lake & Pacific road. The train was nearing Windsor, a small station near Greeley, running about 20 miles an hour, when engineer Collepriest discovered the car on fire. He reversed the engine and threw open the whistle valve. There were 60 men in the car arranged in three tiers of berths on either side. The forward side door was closed and men were in bunks sleeping against it. The rear side door was also closed and the men discovered the lower unoccupied berth next to them containing rubbish was on fire, filling the car with smoke, cutting off escape in that direction. The only means of egress was through a small window between the car and engine. John Tyler Edgerton, of Wisconsin, and Elmer Millot, of Iowa, crowded through the opening and tried to pass in water from the engine tank, but owing to the suffocating gases it was difficult to arouse the sleepers. Some were kicked and bruised in a shocking manner, and pitched out of the window. The screams of those unable to get through the blockaded aperture were terrifying. The wild glare of the flames, the light of the burning victims outside, who were writhing in agony on the cactus beds, caused the wild beasts in the adjoining car to become frantic with terror, making the scene appalling to the performers, occupying the rear cars, who with white faces witnessed the awful spectacle. In the midst of the confusion two other heroic fellows appeared equal to the occasion, and sought their companions to find them in the agonies of death. Albert Lake, in charge of the animals, and his friend Kent, walked over the cacti in their bare feet, pouring buckets of oil on the blistered unfortunates and wrapping them in blankets. An old Pacific coast sailor named McDonald, formerly of Forepaw's show, was terribly burned, the flesh hanging in shreds. The heartrending cries of the men on the prairie smothered the appeals of the dying in the carry the roar of the flames, and the howling of the animals made the scene terrible beyond description. The odor of the roasting flesh, and the distinct cry of the coyotes added to the general horror of the scene. The voices of the dying grew fainter and soon ceased. Meantime the engine had gone to Greeley for assistance, returning with Dr. Jesse Howes, President of the State Medical Association. Many of the rescued in being pulled through the small window had limbs broken and joints dislocated. Hands and feet were burned off; roasted trunks of bodies were found in one place, and legs in another, and piles of roasted, shriveled carcasses were pulled out of the ruins. At daylight a flat car carried the shattered, charred bodies into Greely for interment. The county commissioners buried the remains in a huge coffin, seven feet wide and ten feet long, in the Greely cemetery. Rev. Mr. Reid, of the Presbyterian church, conducted the funeral services. The coroner impanneled a jury who were unable to learn the cause of the fire or any important facts, as the managers with the remainder of the company left immediately for Golden to fill an afternoon engagement. It is impossible to get a complete list of the deaths, as many were engaged for a day or two and their names were unknown. The names of the dead as far as learned are as follows: Alex. Marlenette, Wisconsin; Thomas McSarboy, Independence, Iowa; John Kelly, New York City; and others known as Silverthorn, Andy Frenchy, Frank Georgy, Smithie, an unknown.

Following is a list of the sufferers now in St. Luke's hospital, this city: E. E. Fairbanks, age 22, arms, legs and face badly burned; Albert Borden, aged 17, Logan, Kan., arms and face badly burned; Thomas Golden, 17, Detroit, Mich., very badly burned on the back and legs; N. J. Seimmensen, 18, St. Louis, Mich., arms legs, face and back fearfully burned; Frank King, Menominee, Mich., badly burned about the hands and feet; Michael McGlenn, 28, Holton, Mich., hands badly burned; Hugh O'Donnell, 56, New Orleans, La., badly burned about the face, arms, hands and back; will probably die. A number of the rescued agree that in the car were two barrels of gasoline which were exploded either by sparks from the engine or from a naked torch with which the men were accustomed to light themselves to bed.

The Butler Boom.

PHILADELPHIA, 29.—At the conference of the National Greenback and Labor leaders with General Butler at William's Grove to-day, an aggressive campaign was decided upon. General Butler will make four speeches in the State, at Philadelphia, Pittsburg and two other places to be determined upon. From now until the State convention, September 18th, at Bellefonte, will be devoted to perfecting the organization and filling up the local tickets. At that time the speaking canvass will begin. A red rose on a green leaf was decided upon as the Butler badge.

William's Grove, Pa., 29.—Gen. Butler arrived to-day and was received by 5,000 people, escorted to the grand headquarters and held a short reception. At 3 o'clock he was escorted to the grand stand by a very large number of people, a band and a squad of 50 policemen. As he ascended the steps of the platform he was loudly cheered, and a few minutes later he was introduced by Worthy Master Leonard Rhodes, of the State Grange. Gen. Butler in a speech said: "Usually a speech to farmers commences by telling them how happy they are, and how much their lot is to be desired above all others, and how excellent a thing it is to plow in the ground and drive cows and milk them, and to make butter; and have other people eat it. I am not going to begin my speech in that way. A farmer's boy brought up in my early youth a farm was not like these, but so rocky that when they sent me after the cows I could jump a mile from stone to stone and never place my feet upon the ground. I know something of farm life. It is a hard life if well followed. 'It is a stern life if well followed. It is an onerous life if well followed. The farmer as a rule, does not get rich, but he always has a comfortable subsistence, and if he is industrious and frugal, he lays up a competency for his children, if he has taught them to work with him and not let them get foolish ideas that the highest vocation a man can have is to stand behind a counter. Never do that; stay at home, boys, on the farm. Let me tell you, one or two things, and this is not politics, only you don't know it. Ninety-nine out of every hundred men that go into the city and go into business do not succeed in a high degree, and more that ninety out of every hundred fail utterly. The successes you hear of, but the failures sink away into obscurity. I curse those who tempt the poor farmer, who is starving, into an equal with them to any considerable extent, and it is as much worse for the girls as you can think. I speak like an old man to young men. Farmers and farmers' sons, be good honest mechanic or [illegible] your neighbors and marry the girls to [illegible] them be happy [illegible] life if well followed. Because you don't get [illegible] share of the profits you produce. Look at the agricultural implements I see here. How much has the drudgery of the farm been lessened by these wonderful machinery? How much has the production been increased? More than two hundred fold. You can produce two hundred fold as much in the same time now. Why is not the condition of farmers two hundred fold better now than it was before the good gifts of God were given him in the shape of machinery? They were given him that he might get two hundred times richer, or he ought to do the work two hundred times easier, or he ought to work two hundred times less than formerly, but he didn't. Where is this money gone? who has got it? (Voice in the crowd: "The monopolist.") Not always the monopolist, but he gets the most of it. The farmer hasn't got it. He has got his land, little better or a little worse; but all this great production has gone somewhere. It has not been eaten up. It has not been burned. It has not taken wings and flown away. You will see it in these immense fortunes which have been acquired. I am not here to say one word against these men that acquired them. I am here to arraign the laws of the country which allow them so to accumulate the wages of honest labor and honest production. (Applause.) I am here to say, the laws and legislators who can be so manipulated as to make the rich richer and the poor poorer, ought to be changed. Of the fifty billions of dollars of property in the country, the farmers own more than one-fourth. Well, why don't they get rich? Because, first, their riches don't flow in piles to them. It is not a steady stream, and then you pay all the taxes, substantially. Why do I say that? Why, if we could have all this fifty billion dollars of property taxed, taxes would be nothing at all. They would be so fleabite, but Mr. Vanderbilt swears that under the law he is not taxable at all for any personal property, and yet by your laws he had at that time $25,000,000 of the National debt and other securities, and the law would allow him to escape taxation. do you say a word about those laws? Oh, no! You get up all manner of quarrels about State rights and old matters of any kind that were matters of long ago, and one will call himself a Republican and the other a Democrat, and get vexed and angry, and are bled every day while you are quarreling. Nothing more nor nothing less. Why does the farmer pay so much? It is because all his property lies where it can be seen, and the tax gatherer cannot miss it, whereas my bonds, if I have any, my stocks and my notes and my securities lie away in my safe and the assessor can't find them. The farmer is worse off than the workingman, because he has got something that can be taxed and can be seen. The workingman has got his capital, which is his capability of doing a day's work that is not taxed. But the farmer having one-fourth of the property of this country, pays three-fourths of the taxes.

The General then considered the subject of transportation, and said: The railroad companies league together and make discriminating rates of freight, and now without going into this matter at length, let me sketch you one thing. Chicago beef is and has been cheaper in Liverpool, England, than in Boston, and the beef has been taken through Boston. You say that is remarkable. Not at all. It is effected by discrimination in rates against the Boston purchaser. The corporation leaves the individual manager entirely relieved from all responsibility. You go to a railroad corporation and complain to the manager. "Oh," says he, "I'd relieve you if I could but the company have voted so and so." Who is the company? You can't find them. Corporations are necessary, but they are agents of the people, to be restrained by the people, and only to act for the good of the people. They are allowed to take fares for purposes of just remuneration. If they do that, then they become the friend of the workingman and the farmer as a means of communication and interchange of freights and passengers. If they transcend these limits, then your legislature should have full power. It has now in theory, but not a man of you believes there is power enough in any democratic or republican legislature of this State to control the Pennsylvania Railroad.

The General then addressed himself to his democratic hearers who have been throwing away their votes and his republican hearers who have been doing worse, sustaining a party that has brought about these things. It does not make a bit of difference which party wins, the Pennsylvania Railroad controls them always, just as you would if you were the Pennsylvania Railroad.

The General considered the low prices ruling, and gave his reason therefor as under-consumption, and not over-production; "and between them," he said, there is a very wide and vital difference. Over-production is when there is more produced than all the world could consume if they could get it. Under-consumption is when there is more produced than those that want it and can't get it consume. The trouble is because the means of transportation are so high it keeps you poor. It is discrimination, and in that you want a remedy. Now, won't you vote for yourself awhile? We have got to start a new party—a people's party. The people must come up and stand together, and renovate the old parties, and you can do it, you men, if you will stand together now. Don't let anyone go away and say Butler wants us to vote for him. I am not anxious on that subject at all, and you can do me no good by your votes. If you should elect me President, however, in November, you would do me the greatest possible harm—an old man to be driven from pillar to post for four years by a continual scramble for office by all sorts and conditions of men, without power—unless you would give me Congress—to do any good, and only to be annoyed and fretted to death because I could not do anything. I came here not to ask you to throw away your votes. I want you to lay the foundation of a people's party that shall remedy these things."

General Butler was loudly cheered at the close of his address, and was driven to the station and conveyed by special train to Harrisburg, whence he left for New York, where he will speak to-morrow evening.

Prohibitionists.

LOUISVILLE, 29.—The meeting of prohibitionists to nominate a State ticket and ratify the nomination of St. John, was slimly attended. Gen. Green Clay Smith called the meeting to order and submitted a prohibition address to the people of Kentucky, claiming that the prohibition party was looking to the interest of the workingmen. The address was adopted as the platform of the party in the State.

Oppositionists.

CHICAGO, 29.—The National Law and Order League, in session at Lake Bluff to-day, listened to addresses by Rev. J. H. Burrows and Andrew Paxton, both of Chicago, in opposition to prohibition. Speeches were also made by L. E. Dudley of Boston, and Judge Kourse. The following officers were elected: Ex-Governor John D. Long of Massachusetts, president; L. E. Dudley of Boston, secretary; E. S. Monroe of Connecticut, treasurer, and Andrew Paxton of Chicago, general agent.

The Butler Party.

TOPEKA, 29.—The State convention of the anti-Monopoly, Greenbacker and Labor party nullied its labors by the adoption of a platform and the nomination of a State and Electoral ticket. The platform endorses the action of the National convention at Indianapolis; pledges hearty support to Butler and West, its nominees; believes all public lands ought to be open to settlement; denounces the expulsion of peaceable citizens from government lands by soldiers in the interest of monopolists and cattle kings; demands that the Alabama and Cherokee strip of lands be opened to actual settlers; demands that alien ownerships of land be prohibited; demands that convict labor shall not be brought into competition with the labor of free men; favors more stringent railroad laws than now exist in this State; believes women ought to have the ballot, and equal pay for equal labor with men; pledges support to all laws for the suppression of the liquor traffic; denounces the Republican party for manipulating the currency, so as to defraud Union soldiers and compel disabled soldiers and the families of the slain to be humble supplicants for a recognition of their rights; and favors restoring currency of the world all the money in this country to the United States Government where it belongs under the Constitution; and opposes the continuing of the bonded interest-bearing debt of the United States as a banking basis. A free state ticket was nominated, and Electors and State Central Committee also chosen.

New York, 29.—The delegation appointed by the anti-monopoly party in Saratoga, with the representatives from the National greenback party, the anti-monopoly party, and the Central Labor Union, to-night agreed upon an electoral ticket, the members of which will cast their votes for Butler.

Salem, Ore., 29.—The State Central Committee of Oregon, the Greenback Committee and the Anti-Monopoly Committee met here to-day. Four electors were chosen, and it was decided to print and distribute 50,000 copies of Butler's address.

Declines.

HARTFORD, 29.—Governor Waller has written the chairman of the democratic State committee, declining a reelection.

Hanged.

SHREVEPORT, 29.—Berry Johnson (colored), for the murder of his wife, was hanged to-day inside the parish jail. According to a law passed by the last Legislature, only 15 persons were admitted to the execution. Johnson admitted yesterday he killed Malida Coleman in Red River parish four years ago, being hired to commit the murder by another negro woman.

Attempted Suicide.

WILKESBARRE, 29.—The defaulting paymaster, Samuel Roberts, ill at his summer residence near this city, attempted to shoot himself Wednesday. This afternoon he assigned to Charles Parish all his household property.

Cyclone.

HURON, Dakota, 29.—A cyclone passed east of this city yesterday, destroying everything in its path, several hundred feet in width. The storm formed three miles north of this city, and traveled in a southeasterly direction. The residences of Jose Bloodgood, Marvin Cook and Geo. P. Cook were blown to atoms. Mrs. George Cook and child were carried several hundred feet and considerably bruised, but not fatally injured. Points in South Dakota report having seen the storm passing, but no results are given.

Indictments.

PRESCOTT, Arizona, 29.—The U. S. grand jury has found seven indictments for polygamy, the first ever found in Arizona. The Mormons and Gentiles are greatly excited.

FOREIGN.

THE FRANCO-CHINESE WAR.

THE GORDON EXPEDITION—FRENCH JEALOUSY.

THE CHOLERA.

THE POPE'S EVANGELICAL LETTER—BURNED AT SEA, ETC.

The War With China.

SHANGHAI, 29.—European residents in Shanghai remain unmolested. Many Chinese, however, are alarmed and leaving the city, and the foreign settlement. The Chief Magistrate and Consuls have issued placards urging the natives to remain, as the French have no present intention of attacking Shanghai or Foo Chow. Chinese authorities here received an important telegram from Pekin, the purport of which is not precisely known. There are reports, however, that China is desirous of coming to an agreement with France. The Viceroy of Canton has ordered all Frenchmen to leave his province immediately.

The French fleet destroyed the remaining Chinese works at Kin Pai channel, and is believed to have left Min river to-day, but its destination remains uncertain. It seems probable it will come to Shanghai.

General Millot, commander of the French force at Tonquin, telegraphs that the Chinese are preparing to invade Tonquin. He awaits their advance with confidence.

General Wolseley's Expedition.

CAIRO, 29.—General Lord Wolseley has appointed General Earle to the position of second in command of the Gordon relief expedition. General Earle's brigade has been ordered to move so as to reach the Second Cataract early in October.

Assouan, 29.—Several steamers passed the first cataract. The Nile is rising steadily. It has already risen four feet at Wady Halfa.

Marli, 29.—*Figaro* editorial comments upon the increase of English troops in Egypt from 6,000 to 14,000 men, and says an explanation is necessary. If its design is to stop the passage of the French through the Suez Canal in the event of an Anglo-Chinese alliance, *Figaro* says France keeps 11,000 troops in Algeria and Tunis who are ready to cross Tripoli and seize Cairo when they are so ordered.

The Cholera.

MADRID, 29.—A quarantine of ten days has been established at all Spanish ports against vessels from Algeria, owing to the arrival at Algiers of a French transport from Tonquin with a great deal of sickness on board.

Marseilles, 29.—The southern province to-day records 33 new cases of cholera.

Rome, 29.—The cholera in Italy the past 24 hours: 118 fresh cases, 26 deaths.

Burned at Sea.

LONDON, 29.—The British ship *Earl Beaconsfield*, from Glasgow for San Francisco, burned at sea. The crew were landed at Valparaiso.

The New Divorce Law.

ROME, 29.—The evangelical letter of the Pope against the action of the French government in adopting the new divorce law, is ready for promulgation. The Pope reminds France he has already frequently admonished the people against laws contrary to the church, passed by their rulers. He instructed the bishops of the various dioceses as to the course they should pursue in order to maintain the principles of the church in regard to the sacrament of marriage.

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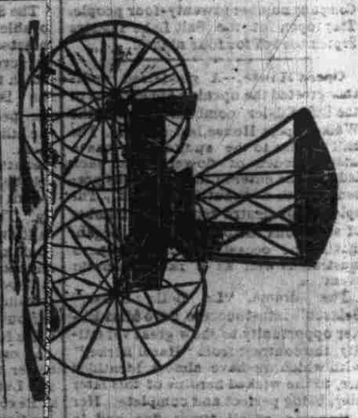

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