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, Geneseo, 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; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belinap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington 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 Winterset; Adelaide to Lewis and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Sleepers attached, 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 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 Sleeping Cars* for sleeping purposes, and *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 PEORIA, with P., P. & J.; D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island Short Line," and Rock Isl'd & Peo. Rds.

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

At WEST BRANCH, with the S., 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 R. 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 Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L. Kan. & 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, General Superintendent. E. ST. JOHN, Gen'l Ticket and Pass'gr 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	3.00 a.m.

ARRIVE	
Daily Express	6.15 p.m.
Mixed	8.40 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 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, Omaha.
C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To Take Effect November 15, 1880.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood'sCross	7 25	4 08	50
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 58	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 21	7 10	1 00
Farmington	10 42	7 31	1 35
Centreville	10 54	7 44	1 60
*Wood's Cross	11 03	7 53	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.40 a.m., arriving at Ogden at 11.30 a.m., leaving Salt Lake at 5.05 p.m., arriving in Ogden at 8.20 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 6.40 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 Freight.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Mont'mery	7 18	8 00	10
Germania	7 25	8 10	25
Lovendale	7 30	8 20	50
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 55	11 35	1 80
Pleasant Grove	9 06	11 50	1 95
		P. M.	
Provo	9 37	12 45	2 40
Springville	9 55	1 10	2 75
Spanish Fork	10 08	1 30	3 00
Payson	10 32	2 15	3 60
Salt Chiu	10 50	2 40	3 75
Moore	11 20	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 20	5 20	5 00

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A. M.	
Juab	1 00	7 00	
Nephi	1 40	9 00	75
Moore	2 04	9 40	1 25
Salt Chiu	2 40	10 00	1 75
Payson	3 05	11 25	2 00
Spanish Fork	3 20	11 50	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 12	1 40	3 45
American Fork	4 24	1 55	3 70
Lehi	4 40	2 10	3 85
Draper	4 52	2 30	4 05
ARRIVE AT			
Sandy	5 40	3 40	4 65
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendale	5 52	5 20	4 90
Germania	5 57	5 30	5 00
Morgan	6 07	5 50	5 00
ARRIVE AT			
Salt Lake	6 20	6 00	5 50

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	3 00		
Black Rock	4 30	22	1 25
Neels	6 40	50	2 50
Deseret	7 55	69	3 50
Riverside	8 45	78	4 00
Lemmington	10 00	98	5 00
Mills	11 00	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
Lemmington	2 00	23	1 25
Riverside	4 15	43	2 25
Deseret	5 05	52	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.

THE OLD RELIABLE FORT WAYNE AND 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 6.45 a.m.; Philadelphia 4.00 p.m.; New York 7.45 p.m.; Boston 6.35 a.m.; Baltimore 6.30 p.m.; Washington 9.00 p.m. next day.

5.15 Atlantic Express, Daily. With Drawing Room and Hotel Car. Reaches Pittsburg 12.15 p.m.; Harrisburg 10.55 p.m.; Philadelphia 3.05 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 Sunday. With Drawing Room Sleeping Car. Reaches Pittsburg 7.20 p.m.; Harrisburg 3.50 a.m.; Baltimore 7.45 a.m.; Washington 8.05 a.m.; Philadelphia 8.00 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

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, General Passenger and Ticket Agent, CHICAGO.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leaves Junction,	at 7.45 a.m.
" Jordan,	at 7.55 "
" Bevers,	at 8.35 "
Arrives at Bingham	at 9.15 "
Leaves Bingham	at 2.50 p.m.
" Bevers	at 3.30 "
" Jordan	at 3.55 "
Arrives at Junction	at 4.05 "

ON SUNDAYS.

Leaves Bingham	at 4.30 p.m.
" Bevers,	at 4.50 "
" Jordan,	at 5.25 "
Arrives at Junction,	at 5.35 "

S. D. BEMIS, Ass't Supt. J. G. KENNEDY, Manager.

Wei De Meyer's CATARRH CURE.

Unquestionably the most important medical discovery since vaccination. A remedy which assimilates with the mucous membrane and forms not only local, but a constitutional cure at any stage. One package generally suffices. Delivered by Druggists or by D. B. DEWEY & Co., 40 Dey Street, N. Y., $1.50 complete. Treatise and remarkable statements by the cured, mailed free. The afflicted can refer to:

Dr. W. H. TRUESDELL, Elgin, Ills.,
Mrs. H. HARPER, 705 Stone St., Denver, Col.,
SHELDON COLLINS, Baldwin's Hotel, San Francisco;
Miss MARCHY E. RANKER, 404 Clark St., Chicago;
Mrs. M. E. SHERRY, 3022 Savannah St., St. Louis;
MLLE AIMEE, Opera Prima Donna;
PAUL BOYNTON (the Swimmer), Flushing, L. I.;
SAM'L BENEDICT, 697 Broadway, N. Y.;
Rev. C. H. TAYLOR, 140 Noble St., Brooklyn, N. Y.;
Dr. P. M. CLARK, 8 Montgomery St., San Francisco;
Rev. GEO. E. PRATT, St. Stephens Church, Phila.;
Rev. C. E. JONES, New Brighton, N. Y.; &c.
A real cure for Catarrh for $1.50!
d9 eow 6m

MAY & GLADE

HAVE opened a BUTCHERS' SHOP at 232 East South Street, next to Culmer's Store, where they will sell

BEEF, MUTTON, PORK and VEAL

At the LOWEST PRICES. Give us a call.

SAUSAGE a specialty.

Meats delivered Free to all parts of the City.
d28 1m

$1000 REWARD

For any case of Blind, Bleeding, Itching, Ulcerated, or Protruding PILES that Dr. Bing's Pile Remedy fails to cure. Prepared by J. P. MILLER, M.D., Philadelphia. *None genuine without his signature.*
d21 tu th sat 6m.

WATSON BROS., STONECUTTERS AND BUILDERS

TOMBSTONES, MONUMENTS, MARBLE MANTLES, IRON MANTLES, GRATES, & HEARTH-STONES.

South Side of South Temple Street, a little East of Eagle Gate.

McKENZIE REFORM CLUB

HOLDS REGULAR MEETINGS EVERY Monday Evening, at the Emporium Hall, at 8 o'clock.

The Reading Room and Library are open to the public from 8 a.m. to 10 p.m. All are welcome.

JAS. F. BRADLEY, President.
J. T. BUCKLE, Secretary.

The Ladies' Temperance Union hold Monthly Meetings on the Fourth Tuesday in each month at 3 p. m. Weekly Meetings every Monday evening at 7 o'clock.
d23 1y

W. L. PRICE,

DEALER IN

Fish, Poultry & Game,

FRUIT, VEGETABLES & GROCERIES,

—ALSO—

FLOUR, GRAIN, HAY & SEEDS.

First South Street, opposite Kimball Block, Salt Lake City, No. 1257.

Goods delivered punctually in all parts of the city. Satisfaction Guaranteed.

ASSIGNEE'S SALE!

COMMENCING AT TEN A.M.

THURSDAY, DEC. 16th,

—AT—

87 and 89 Main Street,

CONSISTING IN PART OF

Gents' Clothing, Furnishing Goods, Hosiery, Platedware,
Hats, Caps, Boots, Shoes, Pocket and Table Cutlery, Clocks, Watches, Etc.

Sale to be continued from day to day until the entire stock is disposed of. Country Trade Solicited. *Sale Positive. Terms, Cash.*

H. A. REED, Assignee.
d22 1w

WATCHES AND JEWELRY, ELEGANT and NEW!

JUST ARRIVED, A FINE AND WELL SELECTED STOCK OF

Ladies' Cameo and Amethyst Sets, Black and Roman Ear-rings, Tie-pins, Necklaces, Lockets, Finger-rings, Studs, Buttons, Etc., Etc.,

All of the Latest Designs,

—AT—

LOWEST PRICES!

REPAIRING Promptly Executed.

Articles and Workmanship Guaranteed to give Perfect Satisfaction.

CARL C. ASMUSSEN.

STANDARD GOODS —OF— R. MATTHEWS & Co.,

CHEMICAL MANUF'RS.
P.O. Box 1064. Salt Lake City.

BSR. JAMAICA GINGER, TOILET SOAPS, BATH SAND TABLETS, SCOURING SOAP, (Sapolio), SUPERIOR WRITING FLUID, BOOT BLACKING, Etc.

For Colds, Coughs, Asthma, Consumption, Throat and Liver Complaints, Affections of the Kidneys, Etc., use

BARFOOT'S Balsam of Indian Root,

Prepared only by us.

For Sale by R. G. M. I. and Fish Commission Store.

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 scalds.
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.

EVENING NEWS.

Monday, Dec. 27, 1880.

BY TELEGRAPH

FOR WESTERN UNION TELEGRAPH LINE.

AMERICAN.

Boston Wool Market.

BOSTON, 24.—The demand for wool keeps up well for the season. Business has been larger since the commencement of the month than in any previous December on record. The transactions this week have been some 3,350,000 pounds, including 1,100,000 pounds of fall California to arrive per ship *Indiana*, that left San Francisco December 10th. Washed fleeces are a shade easier, as quite a number of manufacturers are about trying to tear down prices, and in some instances have picked up a few lots of Ohio, Pennsylvania, Michigan and Wisconsin at some concession, but generally speaking all kinds of wool are held with considerable firmness. For medium fleeces there has been a better feeling, and reasonable lots are difficult to find, except at some advance on recent prices. Combing and delaine fleeces are quiet, but this is in consequence of the small stock. We shall probably import largely of this description, as the buyer of the largest delaine mill in the country recently left for Great Britain, where about this time last year, this mill bought several million pounds. About one half the sales this week was California wool, upwards of 1,500,000 pounds having been taken by manufacturers. The clip of that State is fast passing into the hands of consumers. Sales of washed fleeces have been 275,000 pounds, and include Ohio and Pennsylvania XXX and XX and shawl 47 @ 49, leading buyers picking up all XX that could be had at 47 @ 47½. No. 1 Ohio ranges 49 to 50, Michigan and Wisconsin X 42½ @ 43½, and medium 47 @ 48; fine delaine fleeces 46, coarse 50; fine delaine, 52½ for fine medium combing, and 40 for unwashed Kentucky. Sales of unwashed and unmerchantable fleeces have been 500,000 pounds.

Another Bridge at Omaha.

OMAHA, 24.—C. C. Housel, government director of the Union Pacific, who has returned from New York, brings news to the effect that a company of New York capitalists intend to build another bridge across the Missouri at this point to be used for railroad trains, teams and foot passengers, the subscription list being headed by Frank Smith with $50,000, he having large property interests here. It is to be a low bridge with a draw for boats, and will be located north of the Union Pacific bridge. It is said that the bridge will be completed by August next, and it is intimated that it is to be built in the interest of the Chicago, St. Paul and Omaha Railroad. It will probably bring the Wabash Railway into this city as a terminal point.

Criminal Carelessness.

Last Saturday afternoon John Davis, a postal clerk on the Union Pacific, forgot to mail some letters dropped in his car, and putting them in his pocket carried them home, forgetting to put them in the post office, as he should have done. That night his house was burglarized and his clothes, with the letters, were stolen. The letters were found in the street next morning, all having been opened but the contents were not taken. One letter contained a draft for $17,000. The others contained for small amounts. The letters were dropped in the car at the Union Pacific depot. The case has just become public, and Davis has been suspended, and the matter will be investigated. He has been in the service 14 years and has a good record.

Chinese Telegraph Line.

CHICAGO, 24.—*Tribune's* Washington: Our consul-general at Shanghai has informed the Department of State that the Emperor of China has given to the viceroy at Tientsin, permission to construct a telegraph line from Tientsin, to be 1,200 miles in length. The route will be from Shanghai to Churkling: thence along the line of the Grand Canal to Tientsin. A short line of about seventy miles will also probably be constructed by the viceroy at Nankin, to connect the capital of his province with the main one at Chinkling. The work of setting the poles and laying the wire will begin next spring. It is estimated the enterprise will cost $500,000.

A Nice Society Belle.

The *Tribune's* St. Louis special says: Miss Grover, a society belle of St. Louis, yesterday made confession that she was the mother of a male infant whose dead body was picked up in a vacant lot in the city a few days ago. She says she left her bed on the night of the birth (Sunday) and took her child to the place where its body was found. Miss Grover refuses to tell who the father of the child is.

Lynched.

LOUISVILLE, 24.—John A. Gardiner was nearly killed in his barn at Rowlett's station yesterday. A negro named John Campbell and a brother of Sam, who stayed in the barn with him, were arrested on suspicion, and money was found on their persons which had belonged to Gardiner. They were committed to jail, but last night at midnight 100 masked men overpowered the jailor, took them out through the town to the hillside near the river and hung them to a tree. Sam is said to have confessed, but John was obdurate.

Fatal Explosion.

BRADFORD, Pa., 24.—This morning, Albert Gee, of Canton, Ohio, and Thomas Perry were mixing nitro-glycerine in a well a mile from town, when Perry, in the engine house, turned steam too rapidly on the frozen compound. An explosion followed which blew the derrick into bits and drove Perry clean through the engine house, but he will recover. McGee was blown into fragments, the only portions of his body recovered being the head and lungs, which were found 100 yards away from other parts of the body.

IRISH.

General State of Excitement and Lawlessness throughout the Island.

LONDON, 24.—The Irish authorities appear to be making every effort to preserve the peace without shedding blood, and to this end frequent prosecutions have been ordered in various parts of the country. In one place a bellman was arrested for inciting a breach of the peace, and bail was refused.

On account of the turbulent state of Ireland, and the increasing disaffection among the Irish people of London, it has been decided that the Queen will not open Parliament in person.

The *Times*, in a leading article, says: The reported seizure of a cargo of arms appears to have originated in error or exaggeration. Even if no importation of arms for the purpose of Irish-American fenianism was to be feared, the danger of allowing an excited and lawless population to carry about guns and pistols is manifest.

The Earl of Carnavan publishes an open letter to John Bright, Chancellor of the Duchy of Lancaster, protesting against his speech at Birmingham on the 16th of November in which he condemned the land laws of Ireland and attributed the state of affairs in Ireland to the rejection of the compensation for disturbance bill by the House of Lords. The Earl of Carnavan declares that, holding sentiments so avowedly republican and hostile to the crown and to the House of Lords, Bright ought not to be able, conscientiously, to remain a member of the cabinet for a single day. He draws a parallel between Bright's mild censure of lawlessness and crime in Ireland, and his scathing rebuke of those guilty of owning land.

It seems the Norwegian ship *Juno*, which was seized by the customs authorities at the mouth of the Shannon, Ireland, on Wednesday last, had started from Queenstown for New York, but was driven back into the Shannon by stress of weather. The customs authorities took charge of the vessel as a natural result of the character of the cargo. There does not seem to have been any surreptitious attempt to land arms, though the presence of a considerable number of Irish Americans in that district at the moment is pointed out as a singular coincidence.

Some soldiers on leave have been ordered to return to Ireland. The feeling among the lower orders of the people is said to be very strong against the military, even in Dublin. It is a common practice to shoulder the soldiers off the footpaths and to provoke a quarrel. The movement of troops has exerted a very uneasy feeling. It is generally believed government possesses information warranting the apprehension of danger. Government has made very complete preparations for any contingency. Immense supplies of provisions, tents and other campaigning requisites have been stored in central depots. The preparations point to the conclusion that government believes that far greater danger than is seen lurks behind. A store ship has arrived from Woolwich with 2,000 rounds of buckshot, a large quantity of ball cartridges and intrenching tools. Another vessel is shipping a similar cargo at Woolwich for new stations at Bruff, Mohill, Carrick-on-Shannon and Bolly Shannon, which will be occupied by troops. The positions are well chosen, being centres of disturbed districts, from which troops could operate in various directions. At all stations where cavalry are quartered without infantry, the supply of ammunition will be increased to fifty pounds per man.

The *Times* says: No political doubts ought to divert us from the duty of providing that in Ireland as in England and Scotland, men shall be delivered from terrorism as citizens of the state of which anarchy never before has been permitted to spread over the entire province. We look dismayed upon the paralysis of government in Ireland. We constantly receive additional testimony to the decomposition of society. In many cases it is impossible to publish important statements lest individuals should suffer. We have been assured on excellent authority that the unsatisfactory issue of many prosecutions at the winter assizes is easy accounted for. At first jurors staid away from the assizes, preferring to be fined rather than face the risk of having to convict the prisoners, but the Land League ordered several jurors to attend, and they obeyed and the prisoners were acquitted in the teeth of evidence against them.

Dublin, 24.—The police of Portadown, Ulster, to-day arrested a home ruler named Boyle, and a number of documents relating to secret societies were found upon him and sent here.

The inspector-general of the Irish constabulary has issued a circular warning the police against attempts to decoy them from their barracks, and reminding them of the prosecutions necessary to ensure the safety of the barracks and arms.

It is believed government's activity has helped to restore confidence. Local magistrates are now helping the authorities to punish intimidators.

Grave apprehensions have now arisen that the trial of traversers will have to be adjourned, owing to the non-attendance of a sufficient number of jurors. Of the twenty-four retained five may be cast aside. One is a government official, exempt from serving by the act of Parliament; another man is at present residing in Scotland; a third person is living in America; the fourth is a man who never was in Ireland, and the fifth is an invalid in England, whom it would be almost impossible to convey to Ireland. Several jurors have put in affidavits containing declarations by the doctors that they are unfit to serve, owing to the condition of their health. A few more will claim exemption as being beyond the statutory age; with all these objections and the probability of the absence of men who would rather incur a penalty than serve, there is fair likelihood, that the whole proceeding will be quashed on technical grounds.

ROYAL BAKING POWDER

Absolutely Pure.

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