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C. H. SAMPSON, AGENT.

For Sale by all First Class Dealers. The Best in the Market!

UTAH CENTRAL RAILWAY.

TIME TABLE NO. 1.

TO TAKE EFFECT JULY 20th, 1881.

GOING SOUTH.

No. 7. Freight.	No. 5. Freight.	No. 3. Passenger	No. 1. Passenger	Distance. Miles.	Fare	STATIONS.	Fare	Distance. Miles.	No. 2. Passenger	No. 4. Passenger	No. 6. Freight	No. 8. Freight.
						GOING NORTH.						
Lv 3.30 pm	Lv 5.45 am	Lv 6.15 pm	Lv 10.10 am			....Ogden....	15.00	2 0	Ar 6.20 pm	Ar 8.40 am	Ar 11.10 am	Ar 6.15 pm
" 4.00 "	" 7.00 "	" 6.39 "	" 10.34 "	8	.45	....Summit....	14.60	272	Lv 4.55 "	Lv 8.18 "	Lv 10.34 "	Lv 7.40 "
" 4.55 "	" 7.55 "	" 7.30 "	" 12.20 "	16	.80	....Kaysville....	14.20	264	" 4.35 "	" 7.25 "	" 9.54 "	" 7.00 "
5.05 "	" 8.25 "	" 8.25 "	" 13.00 "	22	1.20	....Farmington....	13.80	258	" 4.21 "	" 7.41 "	" 9.29 "	" 6.25 "
5.30 "	" 9.05 "	" 9.05 "	" 11.50 "	28	1.40	....Centerville....	13.65	254	" 4.10 "	" 7.30 "	" 9.09 "	" 6.00 "
5.45 "	" 9.27 "	" 9.27 "	" 11.26 "	32	1.60	....Woods Cross....	13.55	252	" 4.04 "	" 7.24 "	" 8.57 "	" 5.45 "
Ar 6.30 "	Ar 9.40 "	Ar 7.55 "	Ar 11.50 "	37	2.00	....Salt Lake....	13.00	243	" 3.40 "	" 7.00 "	" 8.10 "	" 5.00 "
		FREIGHT.								FREIGHT.		
		Lv 7.00 am	Lv 2.00 pm	37		....Salt Lake....		243	Ar 10.40 am	Ar 5.25 pm		
		" 7.20 "	" 2.23 "	41	2.20	....Morgan....	12.70	237	Lv 9.37 "	Lv 4.55 "		
		" 7.50 "	" 2.38 "	44	2.35	....Germania....	12.65	236	" 9.32 "	" 4.25 "		
		" 8.25 "	" 2.54 "	46	2.45	....Lovendahl's....	12.55	234	" 9.27 "	" 4.15 "		
		" 8.15 "	" 3.43 "	49	2.65	....Junction....	12.35	231	" 9.19 "	" 4.00 "		
		Ar 8.30 "								" 3.50 "		
		Lv 9.15 "	" 2.00 "	50	2.70	....Sandy....	12.30	230	" 9.15 "	Ar 3.25 "		
		" 9.35 "	" 2.00 "	54	2.90	....Draper....	12.10	226	" 9.00 "	Lv 3.00 "		
		" 11.00 "	" 3.40 "	68	3.65	....Lehi....	11.38	212	" 8.19 "	" 1.40 "		
		" 11.15 "	" 3.55 "	71	3.80	....American Fork....	11.20	209	" 8.07 "	" 1.25 "		
		" 11.30 "	" 4.00 "	74	3.95	....Pleasant Grove....	11.05	206	" 7.55 "	" 1.10 "		
		Ar 12.30 pm							Lv 7.25 "	Lv 12.20 "		
		Lv 12.40 pm	" 4.30 "	85	4.50	....Provo....	10.30	195	Ar 7.05 "	Ar 11.45 am		
		" 1.03 "	" 4.44 "	90	4.80	....Springville....	10.20	190	Lv 6.51 "	Lv 11.22 "		
		" 1.25 "	" 4.58 "	95	5.10	....Spanish Fork....	9.00	170	" 6.38 "	" 11.00 "		
		" 2.00 "	" 5.20 "	103	5.50	....Payson....	9.30	17	" 6.16 "	" 10.35 "		
		Ar 3.30 "								" 10.00 am		
		Lv 2.50 "	" 6.35 "	108	5.75	....Santaquin....	9.25	175	" 5.03 "	Ar 9.40 "		
		" 3.45 "	" 6.07 "	120	6.40	....Mona....	8.60	160	" 5.50 "	Lv 8.45 "		
		" 4.25 "	" 6.39 "	128	6.85	....Nephi....	8.15	152	" 5.08 "	" 8.07 "		
		Ar 5.30 "	Ar 7.15 "	142	7.60	....Juab....	7.40	138	" 4.30 "	" 7.00 "		
			MIXED							MIXED		
			Lv 7.35 pm	112		....Juab....		128	Ar 4.00 am			
			" 8.15 "	121	8.05	....Mills....	6.95	129	Lv 3.15 "			
			" 9.40 "	137	8.90	....Lemmington....	6.10	1 3	" 1.50 "			
			" 11.05 "	15	9.90	....Riverside....	5.10	95	" 12.25 "			
			" 11.45 "	161	10.35	....Deseret....	4.65	86	" 11.45 pm			
			" 1.15 am	172	11.85	....Neels....	3.65	67	" 10.15 "			
			" 2.05 "	181	12.85	....Black Rock....	2.20	89	" 7.55 "			
			Lv 5.20 "	263	18.00	....Milford....	1.00	17	" 6.10 "			
			Ar 8.20 "	280	18.00	....Frisco....			Ar 5.15 "			
									Lv 4.00 "			

No. 5 Train, Freight, leaving Salt Lake City at 7 a. m., will connect with the D. C. R. R. at Junction for Bingham; also with the W. & J. V. R. R. at Sandy for Alta, and will run on Sundays between Salt Lake and Sandy, until further notice.

No. 1 Train connects with the stage at Kimball for Park City at Sandy for Alta, and with the stage at Milford with stage for Southern Utah.

No. 3 Train, leaving Salt Lake City at 9 a. m., will connect with the Utah and Northern Railway at Ogden for all points North; also with the Union Pacific Railway for Park City, and the Central Pacific Railway for the West.

No. 4 Train, leaving Salt Lake City at 4 p. m., will connect with the Union Pacific Railway at Ogden for Park City and the East.

No. 2 Train, leaving Salt Lake City at 3:40 p. m., will connect with the Utah Central Railway at Ogden for all points North; also with the Union Pacific Railway for Park City, and the Central Pacific Railway for the West.

Nos. 1, 2, 3 and 4, Passenger Trains, will be Run Daily. Nos. 3, 4, 5, 6, 7 and 8, Freight Trains, will be Run Daily, Sundays Excepted.

FRANCIS COPP, Gen'l Ft't and Pass. Ag't. | JAMES SHARP, Ass't Gen'l Sup't. | JOHN SHARP, Gen'l Superintendent

THE MAN IS NOT ACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, IF HE DOES NOT SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Henry, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic and Avoca; with branches from Bureau Junction to Peoria, Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Keokuk, Centerville, Princeton, Trenton, Gallatin, Cameron, Leavenworth, Atchison, and Kansas City; Washington to Sacramento, Oskaloosa, and Sheridan; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only road, which owns and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way 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 Drawing Room 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.; P., D. & E.; I. B. & W.; Ill. Mid. and K. C. & 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 LIBERTY, with the B., C. R. & N. R. R.

At WILTON JUNCTION, with Central Iowa R. R.

At MUSCATINE, with C. C. & D. R. R.

At COLUMBUS JUNCTION, with B., C. R. & N. R. R.

At WINTERSET, with Central Iowa R. R.

At KEOKUK, with Tol., Peo. & War.; Wab., St. L. & Pac. and C. B. & Q. R. Rds.

At GAMERON, with H. St. J. & C. B. R.

At ATCHISON, with Atch., Topeka & Santa Fe and St. Jo. and Con. Val. R. 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 for sale at the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. | E. ST. JOHN, Gen'l Tkt. and Pass'r Agt., Chicago, Ill.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.	
Daily	12.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.
ARRIVE.	
Daily Express	3.15 p.m.
Mixed	8.40 p.m.
Freight	6.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, or 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 Hills, and all Colorado mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of stages for Cheyenne Connections 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 Barlow, Ransom & Co.'s Ticket Office, Salt Lake City, also at Union Pacific Railroad Ticket Office, in Opera House Office; berths and sleeping cars can be secured.

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

G. R. CLARK, Gen'l Superintendent.

FOR SALE.

ONE TWO-TON WAGON OR HAY SCALES, new. Apply at the scales, one 500-lb. Platform Scale. Apply at the office. 695

PAPER BOX MANUFACTORY!

All kinds of Fancy and Ornamental Boxes Made to Order.

DRY GOODS & BOOT BOXES

Of Thin Lumber a Specialty, to hold ONE DOZEN PAIRS of BOOTS, 75cts.

These are Genuine Articles that can not be beat in America at the price!

THOS. SLIGHT, MANUFACTURER, SALT LAKE CITY

P. O. Box, 543. d 3m

W. H. PRIESTLEY'S Rocky Mountain LIFE PILLS!

These Pills cleanse the Stomach and Liver, Purify the Blood, and give the system healthy action.

For Females during change of life and persons of sedentary habits, they are invaluable.

USE THREE BEFORE DETERMINING.

W. H. PRIESTLEY, Salt Lake City, Utah.

To be obtained of all Drug Stores and Dealers generally. d 3m

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA 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 8.00 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 3.35 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 Sunday. With Drawing Room Sleeping Car. Reaches Pittsburg 7.30 p.m.; Harrisburg 2.50 a.m.; Baltimore 4.45 a.m.; Washington 5.05 a.m.; Philadelphia 8.00 a.m.; New York 10.30 a.m.; Boston 9.40 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.

The Purest and Best Medicine ever Made.

A combination of Hops, Buchu, Mandrake and Dandelion, with all the best and most [illegible] properties of all other Bitters, make up the greatest Blood Purifier, Liver Regulator, and Life and Health Restoring Agent [illegible] earth.

No disease [illegible] possibly long exist where Hop Bitters are [illegible], so varied and perfect are their operations.

They give new [illegible] to the aged and infirm.

To all whom it may concern: Invalids, whose [illegible] of the digestive or urinary organs, or who require an Appetizer, Tonic and mild Stimulant, Hop Bitters are [illegible] valuable, without intoxicating.

No matter what your feelings or symptoms are what the disease or ailment is use Hop Bitters. Don't wait until you are sick but if you only feel bad or miserable, use them at once. It may save your life. It has saved hundreds.

$500 will be paid for any case they will not cure or help. Do not suffer others, your friends suffer, but use and urge them to use Hop Bitters.

Remember, Hop Bitters is not a vile, drugged drunken nostrum, but the Purest and Best Medicine ever made; the "STAFF OF LIFE" and HOPE and HAPPINESS and no person or family should be without them.

O. I. C. is an absolute and irresistible cure for Drunkenness, use of opium, tobacco and narcotics. All sold by druggists. Send for Circular. Hop Bitters Mfg. Co., Rochester, N.Y. and Toronto, Ont.

EVENING NEWS.

Saturday, - - Jan. 14, 1882.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FORTY-SEVENTH CONGRESS.

SENATE.

WASHINGTON, 13.—The committee on Territories to-day assigned the principal business before them for consideration by sub-committee as follows: The Oklahama bill, the bill providing for creating United States courts in the Indian Territory, and all other matters concerning the Indian Territory referred for preliminary examination to Senators McDill and Vest. All matters pertaining to Alaska, to Senators Butler, Kellogg and Harrison; and the bill for the admission of Dakota and all others relating to that Territory placed in the hands of Senator Saunders, with the suggestion that he confer with Delegate Pettigrew and invite him to be present at the next meeting.

AMERICAN.

Guiteau's Trial Continued.

WASHINGTON, 13. — Continuing, Davidge skillfully and with wonderful effect reviewed that portion of the testimony bearing upon the moral character as evinced in his past life. All this time, said counsel, no one accused him of insanity. In the estimation of his friends and family he was sane enough for all the transactions of life; but when his hand is red with blood, and outraged law claims him as a sacrifice on the altar of justice, we first hear of insanity.

Davidge reviewed the expert testimony. Defense had summoned over 20 experts many of them famous. What was the result of their observations of the prisoner? With two exceptions, not one could swear this man was legally insane. They could only "testify to his sanity. Two testified to moral insanity; but neither of them would admit they believed in a God. This alleged fool has proven during the trial to be a man of more than ordinary intelligence; in religion a hypocrite; at law a pettifogger; in all things a depraved and wicked wretch. He read the first chapter of James, 13th to 15th verses: Let no man say when he is tempted, I am tempted of God; for God cannot be tempted of evil, neither tempteth He any man; but every man is tempted when he is drawn away of his lust and enticed. Then when lust hath conceived it bringeth forth sin; and sin, when it is finished, bringeth forth death."

The air became oppressive, and some one fainted, causing a ripple of excitement.

Guiteau made the suggestion, I think the most sensible thing to do, your honor, would be to let in a little fresh air, which was immediately done.

Davidge resumed, and Guiteau sneered: You are putting it all wrong, Davidge. You are talking for money now. Davidge said: Let him go on; I will hang him on his own testimony.

Allusion being made to his dead beatism, Guiteau shouted, I'm a better man than Corkhill in that particular. I pay when I have money, he doesn't.

Davidge read from Guiteau's testimony with frequent interruptions of a sacrilegious kind, comparing himself to Paul, and saying that Davidge knew nothing of the Deity, and that the Deity would get him below. Davidge said this daring, audacious boy who gave way to vice became later, as a man, a theocrat who would overturn law and churches and later boasted himself to be of the firm of Jesus Christ & Co. It was a logical outcome of his wicked egotism and of his crime.

Guiteau became ugly as this scoring proceeded.

Davidge trusted that the jury would not draw any inference from his failing to respond to Guiteau's falsehoods. I promised you I would not make a set speech. I shall indulge in no peroration, save to say that your countrymen and all Christendom are waiting for your verdict. I thank you, gentlemen, for your attention.

Guiteau—And I thank you, Davidge, for your speech; it's a very light one. Porter had better make as light a one. I wrote the President about this matter a day or two ago. Reed thought he could finish by 1 o'clock to-morrow. Adjourned.

Terrible Railway Disaster.

NEW YORK, 13.—The Chicago express train, leaving Albany at 2.40 this afternoon, with many members of the Legislature on board, was run into by the Tarrytown special train, about one quarter of a mile east of Spuyten Duyvil Junction, with the Harlem main line. Two rear cars of Wagner's drawing-room cars on the Chicago express were telescoped and set on fire. It is reported seven bodies were taken from the wreck. Senator Wagner, it is feared, is burned, as he was last seen entering the drawing-room car Idlewild, a few minuts before the collision.

At 12.25 p.m., Captain Yate telegraphs the following particulars to police headquarters: About 7.12 p.m., the special New York Central express on the Hudson River Railroad, bound south, became disabled at Spurten Duyvil, and the Tarrytown special, which followed close behind, ran into and telescoped with the drawing room cars Idlewild and Empire, setting fire to and destroying both cars and burning several people. Park Valentine, 21 years old, and his wife, 19 years, of Remington, Vermont, and a lady supposed to be from Philadelphia were killed. Their bodies are at Kilkaled's Hotel. Four bodies were burned to a crisp and are at the station, Oliver B. Kelley, 36 years old of Spring Valley, Pennsylvania, is fatally injured. Mary Donnley, residence Sherwood House, Fifth Avenue and Forty-fourth Streets, is seriously injured but will recover. Warden O'Rouche was ordered at 12.30 to send two ambulances with surgeons to the Grand Central depot in this city, where a train with the wounded on board was expected to arrive soon. It is reported that George F. Spinney, Albany correspondent of the New York *Times*, was killed. At 11.45 to-night Sergeant Doyle, of the 34th Precinct, sent a telegram to headquarters to the effect that nine dead bodies had been recovered. Twelve persons are supposed killed.

In addition to the killed, said to number eight, forty or more persons were injured. There were at least 500 passengers on the train. The horrors of the collision were increased by the two rear cars taking fire. Some of the occupants were roasted to death in sight of hundreds of people, who were unable to rescue the helpless passengers. Two women were seen clasped in each other's arms and jammed between the framework of one of the cars and the colliding engine. The flames quickly lapped them in their fiery embrace.

The facts of the accident are these: The express from Chicago to New York reached Albany 23 minutes late. Owing to the great crowd of legislatures and others who desired to leave the capital, 15 additional cars were put on, eight of them being palace coaches. Two engines were also attached and the train got under way. It was filled with all men of note and prominence of both parties. Spuyten Duyvil was reached at 7 o'clock when a heated axle make it necessary for stoppage to give time to cool. Conductor Branford ordered Brakeman Mobis to signal the Tarrytown which left Tarrytown at 6.35 p.m. and Spuyten Duyvil station at 7.07. The latter train was in charge of Conductor Evans. Mobis, apparently, did not signal properly, and the Tarrytown special, which ran at the rate of 26 miles an hour, came around a curve out of Collin's Cut and struck the rear palace car Idlewilde in which were 12 passengers. The engine ran under the platform into the car and drove the Idlewilde into the Empire with such terrific force as to render it necessary to cut it off from the train. The stove and lamps in the parlor cars upset and ignited the woodwork and upholstery. The passengers were jammed between the seats and sides of the car and held while the flames rose around and enveloped them. Nine are dead. One has been taken in an ambulance to the Ninety-ninth Street Hospital, probably fatally injured.

Star Suits.

Special attorney Gibson assisted Col. Bliss to day in the prosecution in the Star route cases. Mrs. Cabell, wife of the principal defendant, was in court because, as Col. Bliss explained, she was one of the subscribing witnesses to some of the worthless bonds. In answer to Col. Bliss, Judge Snell said Jackson, one of the defendants, had not yet been arrested.

Wilson opened the day's proceedings with a protest against the reception of evidence presented so far by the Government. He was followed by Col. Patten, who elaborated a point made yesterday by Wilson that no large contractor could find separate sureties on each and every bond required of him and that such is not the meaning of the law. He argued the government had so far failed entirely to establish the existence of a conspiracy, and therefore the evidence was not pertinent and should be thrown out. He quoted Act 74 which authorizes Postmaster Generals to call for new sureties or bonds if he believed those given to be insufficient and asked why this course had not been pursued by the government. Williams made the point that endorsement by postmasters was final.

Burbridge's Letter.

Geo. Burbridge contributes another letter to the correspondence to-night. This one is addressed to the public. The only point in it is that he has a higher duty than to challenge Blackburn for his personal insults. That he is collecting from rebel sources evidence of the atrocious character of the men with whom Blackburn claims he dealt inhumanely. The rebel archives will be called up to testify to charges against the guerillas. It will show they deserted from the rebel army and became robbers and murderers. He says it is hardly necessary for him to offer proof that he is not a coward, but in any case he will not jeopardize his life until he has shown up in their true colors the men whose disregard for all rules of civilized warfare made them fit subjects for death.

Blackburn said to-night he would take no further notice of Burbridge or his letters.

Sargent.

A republican senator who visited the President to-day, says he is satisfied there is no truth whatever in the rumor of a change in the Executive's mind with regard to the appointment of Sargent as Secretary of the Interior. This senator has no doubt whatever of the appointment of Sargent within a short time—by Feb. 1st at the latest.

The Supreme Court.

Representative McCook introduced a bill providing for a court of review in each United States judicial district. Appeals to the Supreme Court of the United States will be allowed for decrees in equity and civil cases, admiralty and maritime jurisdiction of the courts, review in causes where the matter in controversy exceeds in sum or value $10,000. The bill also provides for a review by the courts of review of judgments rendered in criminal cases, and for the determination of exceptions taken to any part of the charge of the circuit or district court to the jury.

Voorhees on Pensions.

Senator Voorhees will soon make a point in taking an opposite side from Beck respecting the arrears of pensions account, claiming it to be a democratic measure.

Senator Plumb is interesting himself to secure a status for those soldiers who have been resting under a sort of stigma, because when the rebels laid down their arms they let for home without a furlough, believing the war to be over. The Adjutant General will recommend legislation for the relief of such men as left the army through ignorance and not as deserters.

Dudley on Pensions.

Commissioner Dudley to-day before the pension committee advocated the payment of Indian pensions in silver dollars instead of checks as now.

American Ships.

Senators Kellogg, Conger, Vest, Miller, of New York, and Farley, for a sub-committee to consider the various pending bills that provide for aiding the establishment of steamship lines to South America and for promoting shipbuilding.

Paying Respects.

The House committee on ways and means called on the President to-day in a body to pay their respects and confer with him in regard to those portions of the President's message before the committee.

Territorial Marriages.

The Territorial committee has decided to report back to the Senate Vest's bill to provide for recording marriages in the Territories, requesting it to be referred to the judiciary committee.

Exposures.

The Senate contingent fund committee seem rather more inclined to recommend legislation to prevent irregularities hereafter than to make any exposures.

Thanks.

The President approved the joint resolution tendering the thanks of the people of the United States to the Khedive of Egypt for the gift of the obelisk.

Murderer Arrested.

DETROIT, 13.—A libel suit, which created deep interest, terminated today. Three years ago a girl, Martha Whitla, disappeared. Three months after her body was found in the river, sewed up in a sack, with her hands and feet tied, having evidently been thrown into the river alive. The girl was a domestic, and had been intimate with a young man named Hugh Peebles, who subsequently married another girl. Martha had lived at Peebles' house as a domestic, and Peebles gave her a note for $400 as an appreciative gift. On the day of her disappearance, the girl said she was going to collect the note. The body when found disclosed the fact that the girl had been a mother. Two newspapers of this city afterwards published these facts and the details gathered from the police, throwing suspicion on Peebles but not making any direct charge. Peebles sued the papers for $50,000 each. The evidence only sustained the papers, and a verdict was returned of "no cause for action." This evening Peebles was arrested on complaint of the prosecuting attorney for the murder of the girl Martha.

Riotous Railroaders.

WILD HORSE STATION, Texas, 13.—Dissatisfaction among the workmen on the Texas Pacific Railroad at a recent order from Manager Hoxie, reducing their wages to $1.15 a day, has culminated in this place, 500 miles west of Dallas. The pay car being mistaken for Hoxie's private car, was side-tracked by a large force of desperate men determined to lynch Hoxie. They piled wood around the car for the purpose of roasting him, and it was with the greatest difficulty that Major Kretz, the paymaster, convinced the mob that he was not Hoxie. The paymaster, after being detained 48 hours, has been allowed to leave town.

A dangerous fall compelled L. B. Stowalt, Danville, Va., to test the merits of St. Jacobs Oil, and he now declares himself a well man, and highly recommends the remedy.

1882.

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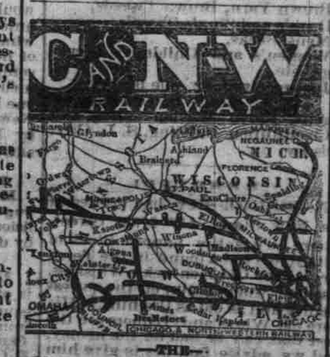

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