

## TELEGRAPHIC.

CHICAGO, May 25.—Gold closed at 145 $\frac{5}{8}$ . A St. Albans despatch says: O'Neill crossed the line into Canada last night with two columns. They now occupy the same camp as last year. There is great excitement. Over 1,000 Fenians passed through Rutland last evening. It is understood that O'Neill has issued orders for a general rendezvous in the vicinity of the Vermont and New York frontier.

WASHINGTON, May 25.—The Senate have the Appropriation bill under discussion.

In the evening session a joint resolution was reported authorizing the Midland Pacific railroad to bridge the Missouri river at or near Nebraska City.

In the House the Northern Pacific joint resolution was reported without amendment; after debate on the main question it was ordered by 107 to 66.

The Indian Chiefs now here smoked a pipe of peace with the Commissioners of Indian Affairs to-day. They are pleased and will report everything satisfactory.

NEW YORK, May 25.—Money easy, 3 @ 5 per cent on call.

Stocks higher, closing strong.

Western Union Telegraph, 33 $\frac{1}{8}$ ; Pacific Mail, 38 $\frac{3}{4}$ ; N. Y. Cent., 101 $\frac{1}{4}$ ; Erie, 23 $\frac{3}{8}$ ; Northwestern, 82 $\frac{1}{4}$ .

QUEBEC, May 25.—Great fire. 419 houses, two ships and much lumber destroyed.

CHICAGO, May 25, 5 P. M.—Wheat closed at 97c. cash; Corn 85; Oats 47; Rye 80; Barley dull.

A Boston telegram says: The debate in the House on the bill granting State aid to Boston for the Hartford and Erie Railroad, commenced yesterday.

LONDON, May 25.—President Grant's Proclamation seems to give satisfaction.

NEW YORK, May 25.—To-day 1,646 emigrants arrived from Europe by steamers.

### COUNCIL BLUFFS.

As to-day we pass through the thriving city of Council Bluffs, we have compiled the following description, with some interesting facts and figures, from the *Tranz-Continental Railroad Guide*:

"Council Bluffs is the county seat of Pottawattomie county, Iowa. It is situated about three miles east of the Missouri river, at the foot of the bluffs, and contains about 11,000 inhabitants. It is four miles distant from Omaha, Nebraska, to which city it is connected by rail-

road and ferry. Council Bluffs is one of the oldest towns in Western Iowa. As early as 1846 it was known as a Mormon settlement by the name of Kanessville, which it retained until 1853, when the legislature granted a charter designating the place as the City of Council Bluffs. The explorers, Lewis and Clark held a council with the Indians here in 1804, and so named it. Its future is well assured from the centralization of railroads at this point, and the great agricultural resources of the surrounding country. The railroad interests of Council Bluffs are almost identical with those of her 'twin sister,' Omaha,—with which she will shortly be connected by the railroad bridge now building by the U. P. R. Co. The interests of one city will then become of like importance to the other. Council Bluffs includes within her corporate limits twenty-four square miles, extending north and south four miles, east and west six.

"The surrounding country is rich in the chief wealth of a nation—agriculture. No better farming land is found than Western Iowa possesses, and when this vast area shall become closely settled, Council Bluffs will be the central point of one of the richest farming sections of the Union.

"The educational department comprises one seminary for young ladies, one high school, eight private schools, and fourteen district or free schools.

—Our messenger boy, in uniform, will hereafter go through our train half an hour before meeting each mail train bound eastward, to collect letters and papers to those we left behind us. Each letter should have upon it a three cent stamp.

—Several children on the train, and some of a larger growth, amused themselves last night in one of the saloon cars by playing leap-frog and other games. We are like one great family, full of fun and frolic, and having a good time.

—This morning we cross the Missouri river, and after visiting the extensive work shops of the Union Pacific Railroad start from what is strictly speaking the initial point of the great Pacific Railroad across our Continent.

ACKNOWLEDGEMENTS.—We thank the editors of the *Toronto Globe* and their agents for favors to this office during the trip from Chicago to Boston last week.

What is the use of living unless we make ourselves useful to our fellow creatures? Not a conundrum but food for thought and an impulse to good actions.

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