TELEGRAPHIC.

THAT AWFUL WRECK

The Accident Said to be Due to the Negligence of the Engineer.

APPALLING SIGHTS IN THE MORGUE

Survivors Relate Their Experiences. —Mrs. Van Duzen's Awful Fate.

BATTLE CREEK, MICH., Oct. 20.—The Hayward & Wallbridge train was in charge of Conductor Scott of this city. Engineer Henry Wesley was pulling it, and there appears to be no doubt that Engineer Wesley's negligence caused the accident. The conductor and engineer resided adjacent here to meet the Pacific express at Nichols. Engineer Wesley got the orders at Battle Creek, and getting beyond the stretch of double track, kept right on as a falling pace. He met the Pacific express half a mile or less below the meeting point made for him. The Pacific express was coming at thirty miles an hour. From Nichols's curve begins, so it was impossible for either engineer to see the other until the headlights appeared. They had scarcely time to reverse, apply the airbrakes and save themselves as best they could.

The Battle Creek fire department did heroic work. They received the alarm five minutes after the accident. The horses could not be driven between the cars because of the flames, so a rope was hitched to the chemical, and it was hauled by hand into position and the rear sleeper "Siskiwa," saved. The firemen took out every body and practically cleared away the debris.

The bodies were placed in a flat car and taken to Battle Creek proper, and from conveyed into Ranger & Farley's undertaking rooms where a morgue was extemporized. The scene at the morgue applied the sleepiest hearts. The dead were ranged along the side of the dark basement, which was illuminated by a feeble flickering jet. Not a shred of clothing was left upon them, and the remains were so mangled and disfigured that they resembled nothing but an ancient mummy that might have been disfigured before death.

The best preserved corpse was that of a boy about 12 years old. A fringe of hair of reddish hue was left about the ears and base of the skull. The upper part of the head was gone, consumed by the flames. A portion of the brains protruded and were of a white yellowish color. They were literally cooked.

Another of the best preserved bodies was that of a man of powerful physical frame. The flames blanked the victim's face, shoulders and body, but the features and contour of the figure remain as in life, and might be identified by those familiar with his appearance, and those two were the best scarred and best preserved of that row of twenty unrecognizable dead.

Survivors tell vivid stories of their experiences. H. C. Crowley of Fort Huron, at the time of the accident, had just left his brother, W. H. Crowley, in the second coach. He couldn't find him after the wreck, and spent all day in futile search.

John C. Stewart, of Dalton, Ill., had his body badly bruised, and his daughter, Jennie, was also seriously injured, and had her arm broken. He had two children with him, a boy and a girl. The boy heroically rescued his sister, pulling her out through a coach window.

C. C. Van Duzen, of Rensselaer, N. Y., was accompanied by his wife, on their way to the Fair. He was taken out of the wreck crushed and bruised, and taken to the hospital, where he died in a short time. He was conscious to the last, and calmly arranged his business affairs, leaving everything in the hands of his friend, Rev. George Culy. He did not know of the awful fate of his wife.

Mrs. Van Duzen was pinned in the telescoped cars, and at first had no doubt of escape. As she looked out of the window and awaited the rescuers the cause of the wreck given. "Hurry up, please," she said.

A minute later, while strong men were straining to extricate her, the flames began to creep rapidly towards her. "You shan't burn; we'll get you out," cried the men, as they wrestled frantically with the splintered timber. The rescuers became giants in strength and madmen in desperation and struggled wildly with the tangled mass of wood and iron. The woman was silent and gazed imploringly into the faces of the firemen.

"My God, Oh! my God!" suddenly burst from the lips of one of the heroic workers, and in that despairing cry the helpless woman read her death warrant. She gave one agonized wail, and then her woman's weakness gave way to a martyr's strength.

"I can die, oh yes, I can die, if I must," she said soothingly to the strong men who were weeping in their impotent strength.

Again they struggled to rescue, but the flames were encircling the party and the brave claimed the victim that the earth had spared.

"I feel a Christian," she said religiously, and a moment later her voice was raised in prayer. The flames now completely encircled the helpless victim, and the firemen were driven away as the blaze caught her dress, and as she fought wildly to keep the flames from her face she told her name and address and left messages of love to her husband and family.

The closing minute was a pathetic struggle against the inevitable, but it was the flesh that struggled, not the spirit. While the face of the woman gazed heavenward, and her lips moved in prayer, even the fury of the flames that scourged her frame and blistered and curled her white flesh, were powerless to provoke a scream.

Suddenly, there was a swaying and a surging of the burning timbers above her. A wild groan burst simultaneously from the lips of the spectators and strong men wept. Through their tears they saw the flames sweep around the face of the martyred woman and her hair burned wildly for a moment. Her head dropped to one side as the victim inhaled the flames; the praying lips were stilled, and the soul of Mrs. Van Duzen had passed beyond the fury of the elements of the earth.

An hour later her husband, for whom she left a loving message, joined her in the world to come.

Engineer Henry Wesley and Conductor Scott, of train No. 5, were both arrested and placed under $500 bonds for their appearance. Engineer Wesley said to the justice that while he was sitting up at the depot, Conductor Scott came to him with the orders and said to him that No. 9 had gone through, and that the dispatcher was crazy because they had not got out. Wesley hurried up his orders and when he got into the cab told the conductor he was ready to go, and asked him if he was sure that train No. 9 had gone through. Scott said yes, she had, and Wesley's fireman heard him say so. Scott neither saw the road was all clear, and they started out. When they got into the yards Wesley saw an engine which he supposed at first was the switch engine, but seeing a moment later it was another, too fast, shut off and was at a dead crawl when No. 5 struck them. He asserts Scott after the wreck about the order and Scott muttered to himself No. 9 had gone. Scott, who returned this evening from Fort Huron, emphatically denies Wesley's statement, and says he understood his orders perfectly and did not tell the engineer that No. 9 had gone by.

The responsibility for the wreck seems undoubtedly to lie between these two men. Railroad men say, however, even if Scott had made the statement attributed to him by Wesley, this would not have justified the engineer in disobeying orders.

Faster Than the Lucania.

NEW YORK, Oct. 20.—The steamer Campania of the Cunard line has broken the record of her sister ship Lucania. She made the western run this trip in 5 days, 18 hours and 20 minutes. The best record of the Lucania was 5 days, 19 hours and 4 minutes.

Dread Surprises His Friends.

NEW YORK, Oct. 20.—A Philadelphia special to a morning paper says: Considerable surprise was created this evening when it became known that Anthony J. Drexel, Jr., would tomorrow announce his withdrawal from the banking house of Drexel & Co. of Philadelphia, Drexel, Morgan & Co. of New York and Drexel, Heidsieck & Co. of Paris.

A Verdict of Guilty.

ST. LOUIS, Oct. 20.—A Republic special from Fort Smith, Ark., says: The jury in the Henry Starr case today rendered a verdict of guilty of killing Floyd Wilson, who was attempting to arrest him December 13th last. The date of the execution was fixed for next week.

New U. P. Schedules.

OMAHA, Neb., Oct. 20.—Within a few weeks, it is hoped on good authority, the receivers of the Union Pacific will go into court and sue for permission to make new schedules with several trains organized to be engaged on the Overland system.

Train Wreckers at Work.

MIDDLETOWN, N. Y., Oct. 20.—The second section of the Erie through train from Chicago, two miles west of Port Jervis, last night ran into a number of ties placed on the track. It is thought that wreckers put the obstacles there to wreck the Wells Fargo car carrying a large gold shipment from San Francisco to New York.

Ladies Temperance Officers.

CHICAGO, Oct. 20.—At the congress of the W. C. T. U. today the old officers were re-elected, namely: Mrs. Caroline Buell, corresponding secretary, and Miss Esther Pugh, treasurer. Mrs. Mary Woodbridge and Mrs. Baker, both supporters of Mrs. Cleve, were elected in their places.

THE COMPOSITE PROSPECTS.

Disagreement Over the Bond Features. an Obstacle.

WASHINGTON, D. C., Oct. 20.—It looked at 4 o'clock today as if the terms of the Democratic compromise on the repeal bill were settled. At 5 o'clock, however, it became apparent that an obstacle was in the way of bringing the matter to a climax. There was a disagreement over the bond feature, and also over the time at which the repeal of the Sherman act should take effect. It appears that the administration members of the Democratic steering committee discovered when these points were reached that they could not accept them as provided in the document. It is considered probable that they will make an effort to have the time for the expiration of the Sherman law fixed at the 1st of July, 1894, instead of January 1, 1895.

Some of the silver Democrats said if the steering committee did not fetch a compromise by Monday they would join with the Republicans and pass Senator Quay's amendment, which extends the Sherman law until January, 1896, or a year longer than the best that is offered to silver men by the Democratic bill.

There is excellent reason for saying that before the middle of next week the repeal bill will pass the Senate, to take effect not later than the 1st of October, 1894, probably with a provision either giving the secretary of the treasury to issue bonds not exceeding $200,000,000, and with the seigniorage now in the treasury. This, it is said, would not be considered as a surrender by the administration.

Hanged for Murder.

ST. PAUL, Oct. 20.—At De Smet, S. D., Nathaniel Thompson was hanged this afternoon for the murder of Mrs. Electa J. Bolton, on July 4th, 1892. This was South Dakota's first legal hanging.

Confirmed by the Senate.

WASHINGTON, D. C., Oct. 20.—The Senate today confirmed the following nominations, among others: James T. Kilbreth of New York, to be collector of customs for the District of New York; Asa L. Pollock of Salt Lake City, Utah, to be consul at Pago Pago, Samoa; Charles Denby Jr. of Indiana, to be secretary of legation at Peking; Colonel Anson Mills, United States army, to be commissioner of the United States on the Mexican international boundary commission; Charles Beasley of Montana, to be master of the navy office at Helena; Commodore John Brown, to be rear admiral; Captain Edward Potter, to be commodore; Commander Bartlett Johnson, to be captain, and John G. Morrey, postmaster at Lewiston, Mont., and Andrew J. Hulbert, at Tempe, Ariz.

A Bear Cub Collision.

WHEELING, W. Va., Oct. 20.—A special to the Intelligencer from Clarksburg, W. Va., says: A bear cub collision occurred near there this morning on the Baltimore & Ohio railroad between two sections of Harmon & Bailey circus trains. The second section came around the curve at twenty-five miles an hour and without a minute's warning crashed with terrible force into the rear end of the forward section, make up of cages, with four elephants in the rear. The last two cars were telescoped and the monkeys were or less injured. A dozen were hurt seriously and one fatally.

A Murderous Indian.

WINNEMUCCA, Nevg. Oct. 20.—A drunken Indian shot and instantly killed an Indian, also a squaw, and wounded a colored woman, Chinaman and two other Indians over a game of cards here today. Then dressing himself of all clothing, with a Sneider rifle and shotgun in hand he broke for a large clump of willows about a mile above town, which the Sheriff surrounded. Officers immediately gave pursuit with a posse of citizens, surrounded the willows and in a short time discovered the murderer sitting, half submerged in water. He was called on to surrender, refused to resistance and was lodged in jail.

GENERAL FOREIGN NEWS.

Russians Visit the Workingmen's Quarters in Paris.

The British Sailors Take Their Leave —A Colored Man Objectionable to Ministers.

PARIS, Oct. 20.—During the day the Russians were escorted to the quarters inhabited by the workingmen and poorer of Paris. Everywhere they were received with enthusiastic shouts and shouts of welcome. This afternoon the visitors attended the Opera Theater. Tchaikovsky's brilliant ballet was given in honor of the Russian officers at the Hotel De Ville.

The British Squadron.

TARANTO, Oct. 20.—The British squadron, after a round of festivities at this port, sailed today for Brindisi, and received an enthusiastic farewell from the crowds of people.

Solvin Wants a White Minister.

NEW YORK, Oct. 20.—The *Herald's* Valparaiso dispatch says: The Diplomatic corps here says, while it is not probable that his government will refuse to accept Charles J. Taylor as minister, it is not regarded as an act of policy on the part of President Cleveland to send a colored man as minister to a white republic.

To Surrender Works.

NEW YORK, Oct. 20.—The *Herald's* San Jose, Costa Rica, dispatch says: Costa Rica has agreed to surrender to the United States Francis H. Weeks, accused of anti-trust trust bonds in the United States. It is understood that one of the conditions of the surrender was that negotiations for an extradition treaty between Costa Rica and the United States will soon be opened. As soon as the arrangements are completed Weeks will be turned over to New York detectives, who have been waiting to take him back to New York.

Rebellion Suppressed.

CITY OF MEXICO, Oct. 20.—The rebellion under General Noel is suppressed, the rebels having yielded.

SUNOL!

ROBERT BONNER

Superintending the shoeing of Sunol with the Putnam Nail.

PROSPECT HILL STOCK FARM,
MILLER & SIMLEY,
FRANKLIN, TENNESSEE, Feb. 18, 1893.
PUTNAM NAIL CO., Neponset, Mass.
GENTLEMEN:—Inclosing you found the shoe of the Sunol, will state that I have used the Putnam Nail and others, but it has come to the point with me now where I will use no other nail to be used than the Putnam Hot Forged Nail if I can procure it. Which they may be sufficient to prove. I have what there are, and season allowed to some experiments.
Very respectfully yours,
Chas Marion

The Putnam Nail is the only exclusively Hot-Forged and Hammer-Pointed nail.

Look in your smith's shoeing box, if the nails have smooth edges for the whole length they are the PUTNAM, for they are Hammer-Pointed and are not sheared.

The above picture, from a photo expressly for Mr. Bonner to use on shoeing his equine celebrities, will be sent to the trade of a half sheet, size 14x20, which proper, with price lists, on receipt of 2 cent stamp for postage, etc.

PUTNAM NAIL CO.,
Neponset, Boston, Mass.

HIGHLAND Evaporated Cream.

PURE, UNSWEETENED —AND— STERILIZED.

For Sale by Grocers and Druggists.

CATARRHAL DEAFNESS.

As an Apt Illustration of Remarkable Successes That Are Accomplished in the Treatment of Catarrhal Trouble by Dr. Mansfield and Bluett, the Following is Submitted as One in Point:

MR. W. TILLY, 206 BOSTON ROAD, STRATFORD.

"I was initiated from deafness for the last four years, so much so that I was obliged to give up my business, and I found it was impossible for me to hear anything any particular person wanted me to hear, and I was obliged to have a person to repeat everything to me.

"I was troubled with a cough, for which I could get no relief, and I was obliged to get up every night for a month or more, and I was so weak that I was not able to do anything. I was troubled with a constant ringing in my ears, and I was so deaf that I was obliged to use a trumpet in order to hear anything.

"I gave up my business, thinking I should soon be dead. Mansfield and Bluett, seeing my condition, told me that they thought they could do something for me. I was very skeptical, as I had tried so many remedies without any good result, but I thought I would try once more, and I am very glad I did so. I have now no cough, no ringing in my ears, and I can hear as well as any man. I can hear a watch tick, and I can hear anything any person wants me to hear, and I can hear a person speak in a whisper.

"I have recommended Mansfield and Bluett to many friends, and I shall do so whenever I can, for I know they have cured me of a very bad case of catarrhal deafness, and I shall always be a strong advocate for them. Yours truly,
W. TILLY, 206 Boston Road, Stratford."

For Deafness and Noises are successfully treated by our methods. Pamphlet, with testimonials and full information, free on request. Consultation free. Office hours—9 to 4. Sundays, 10 to 12 noon.

Zion Medical Institute

Located permanently at Rooms 501, 502, 503, Deseret (P.O.) Building, Salt Lake City, Utah.

Y. H. Mansfield, M.D.
J. A. Bluett, M.D.

Consulting Specialists.

Specialties: All diseases of the Eye, Ear, Nose, Throat and Lungs, or Catarrhal Deafness.

Office hours—9 to 4 p.m. Sundays, 10 to 12 noon.

$5.00 A MONTH.

All patients under treatment or placing themselves under treatment before November 1st will be treated until cured at the uniform rate of $5.00 a month. Medicine furnished free. The Infinite Consultation, Examination, Treatment and Medicines for all patients and diseases.

COAL.

Use Old Allen Coal,

The most economical and satisfactory in the market. It takes the place of hard coal in grate furnaces and base burners. Also have the Weber and Black Hills Coal. The following are the prices:

LUMP, $5.50.
NUTS, $5.00.
EGG, $4.50.

Office and yard at MASON & DA

Lumber Yard,
469 W. South Temple Street
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Telephone 1547.

H. P. MASON, Agent.

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SALT LAKE CITY.

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Wholesale and Retail.
59, 61 EAST FIRST SOUTH STREET.

UNION PACIFIC SYSTEM.

THE THROUGH CAR LINE.

Effective Sept. 11, 1893.

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City Ticket Office, 201 Main Street.

E. L. LOMAX, G. F. & P. A. Ogden.
J. S. CARTER, Gen'l Tkt. Agt.
J. H. MANDERSON, General Manager.
E. L. LOMAX, G. F. & P. Agent.

RIO GRANDE WESTERN.

Standard Gauge.

CURRENT TIME TABLE

[illegible]

All Diseases treated at $5 a month. Medicines Free. Apply before Nov. 1.

THE POOR TREATED FREE.

TREATMENT BY MAIL.

No Necessity of Coming to the City for Treatment.

[illegible]

"Santa Fe Route."

Are You Going to the WORLD'S FAIR?

If so, don't fail to secure your tickets reading

Rio Grande Western,
Colorado Midland,
Atchison, Topeka and
Santa Fe Railways,

The only line running Pullman Sleepers Cars between Ogden, Salt Lake City and Chicago without Change.

The Shortest & Quickest Line.

Scenery Unequaled.

Equipment Unsurpassed.

Train leaves the Rio Grande Western Depot, Salt Lake City, at 5:00 p.m.

Ticket Office, 200 Main St.

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Prices furnished on application. Every Tax Board and best grade of materials used to make our work durable. All work guaranteed.

DAMAGED

164 Pair very elegant Blankets, in White and Colored, by sailing. We must make room for new goods. Our buyer is in the eastern market now. The weather will soon be such that you must have them. HERE IS A GOLDEN OPPORTUNITY. The whole lot must be disposed of Monday and week. Sale to take place in our spacious Carpet Room. You can take the elevator. Read, Read and compare prices; they are marked in plain figures. JUST ONE HALF WILL BE TAKEN OFF. CUT IN TWO. Here is a grand chance for the Hotel Man and the thrifty Housekeeper to prepare for the coming winter. This sale on Blankets will be for cash only. We don't want 'em. They must be gone this week. It's not like buying them in the summer time, but right on the verge of the opening season at a mere sum.

Notice in Conjunction with this annual Blanket Sale to those desirous of purchasing clean, fresh goods. We will place on our tables our entire stock, 400 pair; all kinds at less than 25 per cent off.

394 PAIR

SOILED BLANKETS,

ACTUAL COUNT. JUST THE RUSH MONDAY. Our Price List in Tribune and Herald, don't fail to do it.

Walker Bros. & Fyler Co.

GOLDSMITH & CO. — GOLDSMITH & CO.

THIS IS THE WEEK

That the purchasing public of the good City of Salt Lake will have cause to come to and to stay in the week of Goldsmith & Co's "Bargains," for never, since that month around and "carnival" was first coined in the imaginative brain of some astonishing or advertising young man, were such startling values in wearables on display for Men and Boys ever before the People.

AS SAMPLES WE'LL CITE THESE:

Men's Suits.

The same goods as we paid for and for be last fall in Eastern manufacture this week at ..... $7.00.
Black and Fancy Cheviot Suits, double and single breasted, all well made, worth from $15 to $18, at $8.00.

For $5, $6.50, $10, $12, $15, we are selling Suits and Overcoats which can't be bought for double that amount anywhere on the American Continent.

Those garments are made from the choicest weaves of Europe and America, designed and made on the latest lines of those worn by men who make the matter of dress a study.

Boys' Suits & Overcoats

We have just room enough to mention a few of these

COLOSSAL BARGAINS.

Boys' Knee Pants Suits, ages 4 to 14, regular $1 and $1.50 quality, going this week at ..... $1.75.
Boys' Knee Pants Suits, ages 4 to 14, regular price $3 and $3.50, this week ..... $2.75.
Boys' Long Pants Suits, ages 14 to 19, regular price $6 to $8, we are selling them this week at ..... $3.75.

Overcoats in Capes and Ulsters from $2, $3 and $7 up to $10 for the finest.

61, 63, 65 Main GOLDSMITH & CO. 61, 63, 65 Main