TELEGRAPHIC.

ENTRAPPED AND KILLED.

The Ditching of a Train Between Sacramento and Davisville.

Particulars of the Affair Whereby Four Lives Were Lost and Several Persons Injured.

SACRAMENTO, July 11.—Samuel R. Clarke, engineer; Private Byrne, Private Lubbering, Private Clark—such is the list of the men who were killed in the derailment of the train two miles and a half below this city this afternoon.

The wounded are: Private Daumier, injured about the head; Private Wynn, left leg seriously lacerated; Private Dugan, left arm cut off; Private Kein, internally injured.

It is believed that Daumier cannot survive his wounds.

Shortly after 6 o'clock this morning the steamer Alameda and Acme, carrying the regular troops, steamed up the river and landed at the Levee. They were met by several companies of militia, who had been ordered to keep the crowd back, fearing an attack by the strikers and their sympathizers.

It was after 7 o'clock when the regulars and marines marched to the depot preceded by Colonel Graham and staff. There was a rush of spectators to the depot, but they were quickly dispersed. The strikers had abandoned the station, and were nowhere to be seen. Sentries were at once detailed to keep the crowd at a safe distance, and the gatling guns were placed in position.

Shortly after 9 o'clock General Superintendent Fillmore and a conference with Colonel Graham, and, when it was concluded, the latter ordered his officers to drive every one out of the depot, including newspaper reporters.

THE TRAIN STARTS.

Division Superintendent Wright, with the aid of a switch engine, then cleared the main track, and orders were issued to take the eastern overland, which has been delayed here since the inauguration of the strike, to San Francisco.

Samuel Clarke, one of the oldest engineers in the employ of the company, took charge of the engine.

Acting under instructions from Colonel Graham, soldiers belonging to Battery L, Fifth United States artillery, accompanied the train. As the train pulled out of the depot there was a sullen silence among the strikers, who were evidently not in a happy mood, broken by frequent hints that the train would not reach San Francisco. Soon proved to be the truth.

The strikers had unspiked the rails for a distance of about 100 feet and covered their dastardly work with sand. Engineer Clarke, notwithstanding that he was on the alert for such cowardly tactics, plunged into the trap.

The engine was overturned and several cars were upset. The engine plunged through the trestle without warning, and none of the men had time to jump and save themselves. The trestle was about eighty feet long and was completely shattered. Fully one-half of the piling was torn out. The engine is buried in the mud and water, with the four forward cars. Another car is hanging over the edge of the embankment. They were all mail cars, and none of the Pullmans were injured.

The regulars are in an ugly mood on account of the death and injury to their comrades, and seem anxious for a skirmish with the strikers.

Harry Knox the leader of the strikers, has issued the following:

"I desire to state in behalf of the American Railway Union, that this union has not the remotest connection with the ditching of the train between Sacramento and Davisville this afternoon, by which several people lost their lives. We condemn this act as outrageous and barbarous and entirely contrary to the spirit of the American Railway Union, which is engaged in an honorable struggle in the interest of labor, and is opposed to violence or the sacrifice of human life. If this act were done by sympathizers we regret it the more, as it is calculated to injure rather than help us. We sincerely trust that this act of violence will be the last."

An examination of the bridge revealed the fact that one of the stringers had been cut off and a small piece of wood substituted in such a way that it would fall through as soon as a heavy weight passed over the rail.

Two men have been arrested on suspicion of having been concerned in the wreck.

General Superintendent Fillmore, of the Southern Pacific, was sitting in the division superintendent's office when the news of the wreck arrived. He had been in high feather over the railroads' victory in breaking, as he thought, the great blockade.

"They have been telling me to look out for dynamite and other damage," he said, "but I tell you we will run these trains, dynamite or no dynamite." The words were scarcely out of his mouth when a telephone message was received announcing that the train had been ditched.

Col. Graham came in and when informed of what had happened, looked savage. He tightened his belt, pulled up his leg gauntlets, and said: "Well, if this is what they are doing, why I'm going to start in killing. That's all I'm in about this."

A wrecking train with army surgeons on board was hurried to the place, but there was little that they could do. They brought the wounded to the military hospital established in the waiting room of the depot and replaced the rough field bandages with more elaborate dressing. The distinguishing of the cavalry to the scene to find, if possible, the guilty parties, followed and in a short time these soldiers were back with four prisoners.

The strikers feel that the death of Engineer Clark has helped their cause in making both engineers and conductors afraid to go out unless peace shall have been declared. Many of the engineers who were in readiness to take out trains have expressed themselves as unwilling to risk their lives for the sake of the railroad company. It is said that the local organization of both of these classes of employes will hold special meetings at noon to consider a proposition to decline to take out any more engines until the company has arrived at such terms with its other employes as will make the engineers and conductors not just to at least no more than ordinary dangers.

THE MANAGERS NEXT.

Their Policy and Methods to be Inquired Into by the Jury.

CHICAGO, July 11.—It is reported that when the Federal grand jury concludes its investigation of the American Railway union, it will begin an inquiry into the policy and methods of the General Managers' Association. Among the leaders of the working men, the charge has been openly and repeatedly made that the obstruction of the United States mails and the interruption of interstate commerce was due quite as much to the General Managers as the American Railway Union. It has been alleged that the managers agreed that no trains should be run on any of the roads until all had gained their points in dispute with the men. This was done, it is charged, to hold back such companies as showed an inclination to treat with employes and bring about a resumption of traffic on their lines.

It is asserted by the men that they can prove that telegrams were sent out from the General Managers' Association ordering certain lines to wait out as trains till a designated scheme had been accomplished. All this, the men insist, is as clear a case of conspiracy on the part of the General Managers as the acts of Debs and his associates. Judge Grosscup and Attorney McChrist have said that justice will be meted out impartially to all violators of Federal statutes.

An Attempt Against the Life of Wales.

LONDON, July 11.—Considerable excitement was caused today in Bangor, Wales, by what was thought at the time by many persons to be an attempt upon the life of the prince of Wales.

The prince and princess were en route to Penryn Castle, where their royal highnesses intended to spend a few days.

While they were driving through the lawn a man forced his way through the barriers and approached the landau in which the royal couple were riding. He drew near before the police could prevent him, muttering threats against the prince.

Lord Penryn had gone to the station to meet his guests and was riding in the landau with them. As the man stepped alongside the carriage Lord Penryn struck him a heavy blow which staggered him. Inspectors sprang upon the man and pounced him under arrest.

An Anarchist Sentenced to Death.

BARCELONA, July 11.—The trial began today of the anarchists, Salvador Franch, Antonio Allaro and Jose Prat. Franch was the author of the explosion in the Liceo theater on the night of November 7th last, when upward of thirty persons were killed. Allaro and Prats were charged as his accomplices.

When questioned by the magistrate, Franch confessed that he threw two bombs with the object of destroying the bourgeoisie present. He was glad he had killed so many people, but regretted that the second bomb had not exploded. He appeared to take delight in giving the details of his villainous crime. The audience were horrified by the unabashed disposal by Franch as he calmly proclaimed his guilt.

Allaro and Prats protested that they knew nothing whatever about the outrage. After the evidence against Franch was all in, he was declared guilty and sentenced to death. He listened to his sentence without emotion.

In the Interest of Bondholders.

NEW YORK, July 11.—Default having been made in the payment of interest due April 1, 1894, on the consolidated mortgage bonds and interest due March 1, 1894, of the collateral trust bonds of the Oregon Short Line and the Utah Northern R. R. company, S. E. Peabody, H. S. Fox, C. C. Lee and N. H. Jansen of Boston and Howland Davis and W. O. Oakman of New York were appointed a committee to protect the interest of holders of bonds.

Strikers Ditch Two Trains.

SAN FRANCISCO, July 11.—A gang of strikers late this afternoon ditched two trains at East Oakland and completely blocked the track. They did this in order to prevent San Jose trains from getting in.

The feeling among the railroad men over the outrage at Sacramento is intense. The engineers are more bitterly opposed to the American Railroad union than ever, while the strikers say the train wreck was one of the fortunes of war. No further developments in the strike situation at Oakland are expected tonight.

TO IMPEACH CLEVELAND.

Resolutions Passed by Knights of Labor.

CLEVELAND, July 11.—At a meeting of local lodges of Knights of Labor held tonight, the following resolutions were unanimously adopted and telegraphed to Washington:

"Whereas, the permanence of Republican institutions depend upon the law-abiding citizens of the community, and

"Whereas, the Chief Executive of the Nation is as much a subject of law as is bound to obey it in the letter and the spirit as any citizen; and

"Whereas, Grover Cleveland, President of the United States, has, on more than one occasion, violated the law of the land, to-wit: In refusing, for the months of July, August, September and October, 1893, to purchase the amount of silver bullion required by law; in refusing to coin silver bullion as the law directs where silver certificates were presented for redemption, and more recently in sending United States troops into a state in quelling disturbances without the request of the state authorities and without first issuing the proclamation required by law; and

"Whereas, such an example of repeated and wanton violation of law and of his oath of office by the President of the United States must of necessity provoke and serve as an excuse for lawlessness among the people at large; therefore, be it

"Resolved, that we demand the impeachment of Grover Cleveland, President of the United States, for high crimes and misdemeanors, for the majesty of the law may be vindicated."

Pullman Not Willing to Prevaricate.

CHICAGO, July 11.—Mayor Hopkins, Mayor Pingree, of Detroit, and E. M. Pate, of Chicago, had a two hours' conference with Vice-President Wickes, General Solicitor Runnells and Gen. Manager Broaves, of the Pullman Company, this afternoon. Arbitration was strongly urged. Mayor Hopkins afterwards said: "We are just where we were before we went in."

One of the conferees said the Pullman officials looked all over the telegrams submitted by Mayor Pingree and then said they would have no bearing upon the course decided upon by the company. Then Mayor Pingree made an earnest talk. He spoke for an hour, and when he had finished Vice President Wickes said the company had decided on the course it had adopted. Mayor Pingree returned to Detroit tonight.

DONE BY CONGRESS.

Appropriation Bills Passed by the Senate.

WASHINGTON, July 11.—The Senate is now disposing of the appropriation bills at a rapid rate. The record for today is thirty diplomatic and consular appropriations, the invalid pension and the military academy appropriation bills. The only one of these which earned any debate was the pension bill, and on this a discussion of the respective pension policies of the Republican and Democratic parties was precipitated.

The strike question again agitated the Senate, although nothing like the fiery passion of yesterday's speeches on the subject marked today's proceedings. After an hour's debate, in which the firmness, courage and patriotism of the President was commended, Mr. Daniel's resolution, briefly concerning the President's action, and pledging him the sympathy and support of the nation, was adopted, as a substitute for Senator Palmer's resolution.

An amendment favoring arbitration was defeated, 11 to 35.

At 5:15 o'clock the Senate adjourned.

THE HOUSE.

WASHINGTON, July 11.—By virtue of the adoption of a special order, the House was enabled to reach a vote on the McRae land grant inflictions bill this afternoon, and it was passed. The bill amends the act of September 29, 1890, which, in substance, declared the forfeiture to the United States and corporations to aid in the construction of railways, to the extent only of land opposite to and contiguous with the portions of such railways as were not completed and operated at that time.

The bill passed today extends the forfeiture to the portions of the several railways to aid in the construction of which the grants were made, which were uncompleted when the time expired within which the roads were required to be completed by the law.

It involves portions of the grants of twenty-five roads, the principal one of which is the Northern Pacific, and will restore to the public domain about 54,000,000 acres.

An effort was made by Mr. Hartman, of Montana, to restore the 50th seven limit, but this was decisive—96 to 116.

The Senate bill granting the right of way through the White Earth and Fond du Lac Indian reservations to the St. Paul and Manitoba Railroad was passed.

At 5 o'clock the House adjourned.

INFRINGEMENT ON PATENT.

A Suit in Which Cities with Asphalt Pavements are Interested.

NEW YORK, July 11.—A suit involving many millions of dollars and affecting the interests of many of the most important cities has been filed in the United States court by Lawyer Edward S. Hassett. It is understood that there will be important developments in the progress of this suit. The action is based upon an order of court issued by Justice Ingraham June 29th last, in which permission was given to General A. G. McCook, receiver of the American Asphalt company, to sue separately Amos L. Barber and the Barber Asphalt company, the former a citizen of New York and the latter a corporation formed under the laws of the state of West Virginia. When asked for information as to the nature of the suit Mr. Hassett said:

"The suit was brought for infringement of what is known as the 'Averill patent,' which was owned by the American company. The patent was granted to William W. Averill, January 14, 1879, shortly after the completion and approval of his pavement, laid on Pennsylvania avenue, Washington, and it is claimed that every yard of genuine asphalt pavement that has been made in this country since that time has been an infringement of his patent. This is a matter of great interest to thirty-five or forty cities in which the pavement has been laid and are liable for damages. New York city and Chicago will be very largely interested in the result unless they be protected by good indemnity bonds.

Sibley for Congress.

CONNEAUT LAKE, Pa., July 11.—The Democrats of the twenty-sixth district unanimously renominated Joseph C. Sibley for Congress.

Chronic Nervousness

Could Not Sleep, Nervous Headaches.

Gentlemen:—I have been taking your Restorative Nervine for the past three months and I cannot say enough in its praise. It has

Saved My Life,

for I had almost given up hope of ever being well again. I was a chronic sufferer from nervousness and could not sleep. I was also troubled with nervous headache, and had tried doctors in vain, until I used your Nervine. Yours truly,

MRS. H. WOOD, Hagwood, Ill.

Dr. Miles' Nervine Cures.

Dr. Miles' Nervine is sold on a positive guarantee. One to two bottles will benefit. All druggists will sell it, if it does not, the first bottle will be sent free by the Dr. Miles' Medical Co., Elkhart, Ind.

Sold by all Druggists.

THE PUBLIC CONVINCED

That Drs. Shores & Shores are Salt Lake's Leading Specialists.

The Wonderful Treatment has Brought Health and Happiness to Hundreds of Homes.

THE BEST PEOPLE TESTIFY TO THE SKILL OF THESE PHYSICIANS.

HOW IT THIS?

Evidence from Mr. Richard Smyth, Another Old and Respected Resident of Salt Lake.

Mr. Richard Smyth, proprietor of the hot factory at 8th C street, is one of the well pioneers. He is known to nearly everyone in Salt Lake City. After taking ten days of Drs. Shores & Shores's treatment, he says:

"I can truthfully state that under Drs. Shores & Shores's new treatment I have improved more than I ever thought possible for a man of my age. I can honestly recommend them to all my friends as honest, conscientious and skillful physicians."

SINCE 1850.

Mr. W. M. Scott, has Resided in Salt Lake City—He Endorses Drs. Shores & Shores' New Treatment.

Did you ever notice the evidence presented by Drs. Shores & Shores in favor some of the oldest and most respected residents of Salt Lake City? Why is it they are telling the public about their remarkable cures? What other institute ever gave such evidence of their skill? You are a reader, and can judge for yourself. Read what Mr. W. M. Scott says. He has resided in the Territory since 1850; surely he can be relied upon. Here are his words:

W. M. SCOTT, RESIDENCE FIFTH WARD.

"When I came to Drs. Shores & Shores a week ago I was a terrible sufferer. My nose was constantly stopped up, dropping in the throat. Some nights I would not lay down at all on account of the troubled dropping from the head to the throat. I had a sort of gripping pain in the pit of the stomach. Smarting had, in fact, I was in a bad condition, and want to state that after ten days' treatment with Drs. Shores & Shores my improvement has been wonderful, and I heartily recommend these physicians to all."

"You will take note, considering the fact that this patient has only had ten days' treatment, yet the improvement has been noticeable from the very beginning, and if aught can be cured, improvement should appear in that length of time.

THE TRUTH ALWAYS.

Mr. Thomas Criscroft, of 733 East Fourth South Street, Testifies:

Mr. Thomas Criscroft has resided here for the past twenty-three years. Can his statement be doubted? Is this not evidence sufficient to convince the most skeptical? Mr. Criscroft says:

"I have been a great sufferer with catarrh. After taking Drs. Shores & Shores' treatment ten days I feel so much improved I deem it a duty to inform others who may be suffering as I was, that Drs. Shores & Shores' new treatment is a decided success.

MR. W. B. M'CARTNEY,

Bookkeeper for Rothwell & McConnaghy, the Lumber Dealers Adds His Testimony:

One of the most expert bookkeepers in the city is in the employ of Rothwell & McConnaghy, the lumber dealers. His name is W. B. McCartney. In an interview with Mr. McCartney, he says:

"Yes, I can endorse Drs. Shores & Shores' new treatment, for it has done wonders for me, and to any who may be suffering from catarrh I would say don't delay go to Drs. Shores & Shores. They have proven they are successful specialists."

A FEW MORE.

Good people who endorse Drs. Shores & Shores' new treatment:

Mr. Ralph Jeynes, Spanish Fork.
Mr. Hyrum Rock, Center Ward, City.
James L. Chalmers 247 Fourth South Street, City.
John N. Mathesen, 232 West South Temple Street, City.
Mrs. Julia Van Wagoner, Midway, Utah.
Colonel Farnham, Goods, Utah.

IF YOU CANNOT COME TO SALT LAKE

Write for the mail treatment. One of the physicians in personal charge superintends the mail department, by a system of close correspondence controls those out of the city quite as well as those who come to the office. Send for symptom blank. Medicines shipped carefully. Try this treatment.

DRS. SHORES & SHORES,

SPECIALISTS,

ZION MEDICAL & SURGICAL INSTITUTE.

34 East, Second South Street.

SPECIALTIES—All diseases of the Eye, Ear, Nose, Throat and Lungs, Female, Rectal and private diseases. Our treatment for Piles is new painless, safe and certain. Our own method.

Office hours: 9 to 11 a.m., 2 to 5 p.m., 7 to 8 p.m. Sundays, 11 a.m. to 1 p.m.

Five dollars a month for all Catarrhal Diseases. Medicines furnished free from our own laboratory.

DON'T

Spoil your food with poor cooking.

YOU CAN'T if you use

CHARTER OAK STOVES — CHARTER OAK RANGES

No other cooking apparatus can compare with them.

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HIGHLAND Evaporated Cream.

PURE, UNSWEETENED

STERILIZED.

For Sale by Grocers and Druggists.

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BOOK CLOTHING IN CLOTH, SHEEP, CALF OR MOROCCO.

We make and Stamp Cases for Printers and Publishers at a reduction. We carry a large assortment of Blanks, Stationery, Letter-Copy, and a stock of colored goods in Cover Paper constantly.

FIRST-CLASS LAW WORK MADE A SPECIALTY.

Estimates Cheerfully Given. Your Orders Solicited.

BECKTOLD & CO.

STRIKE!

STRIKE!

STRIKE!

YOU HEAR NOTHING BUT STRIKE.

We too are on the Strike. We have Declared War to the Knife on High Prices. We will therefore make this our Greatest Special Sale. We will offer Goods at Prices never before heard or seen.

The Siegel Clothing Co.

Are not doing this Cutting of Prices in a Fit of Abstraction; they have an Object in View. It is to make Room for our Fall and Winter Stock of Goods, which is now on its Course of Transit and will arrive shortly.

We will Close out our entire Stock of

SUMMER GOODS,

Consisting of Clothing, Shoes, Hats and Furnishings at any Price they will bring. Now is your time; you will never get another such an Opportunity.

The Siegel Clothing Co.

SALT LAKE. OGDEN. BUTTE.

F. Auerbach & Bro.

OUR GREAT MIDSUMMER CLEARING SALE Still in Force. — THE — OUR GREAT MIDSUMMER CLEARING SALE Still in Force.

GREATEST STRIKE!!!

Ever Inaugurated against High Prices. Everybody Pleased at the Low Prices at Which They are Enabled to Buy Their

SUMMER GOODS.

Below Are a Few Illustrations of Our GREAT BARGAINS.

DUCK SUITS! DUCK SUITS!

THE FOURTH IS OVER AND STILL A GREAT ASSORTMENT OF THEM LEFT, AND THEY MUST BE CLOSED OUT AT GREATLY REDUCED PRICES.

A fine line of Striped, Dotted and Figured Duck Suits, in all colors, worth $2.75 to $3.75, for $1.95.

An elegant line of Tan and Blue Duck Suits, worth $4.50 to $5.50, for $2.75.

Beautiful Duck Suits, in all colors, worth $6.50, for $4.95.

SILKS! SILKS! SILKS!

Just received a new assortment of Printed China Silks. They were delayed by the strike and we offer them at 25c per yard. These are really worth 50c yard.

See our South Window!

We have an Elegant Stock of Printed Japanese and Pongee Silk, in various widths, and they will go at 50c, 65c, and 75c yard, worth forty per cent more.

Summer Cotton Dress Goods!

Black Plaid Check Organdy Lawns, worth 25c, for 9c yard.

Figured Persian Mulls in dark colors, worth 15c, for 6½ cents.

40 in. Irish and English Lawns, white ground, with small figures, value 15c yard, go for yard.

32 in. Lawns Cloth, worth 25c yard, now for 9c yard.

24 in. Pongeties—these are beautiful Summer Dress Goods—worth 40c, for 20c yard.

PARASOLS! PARASOLS!

ALL WAY BELOW COST.

Pongee Silk Parasols, worth $5.50, for 50c.

Figured and Striped Silk Parasols, were $3.50 and $3.50, for $1.95.

Fancy and Moire Striped Silk Parasols, were $3.00, for $1.50.

CHEMISETTES! CHEMISETTES!

ALL TO BE CLOSED AT AND BELOW COST.

Chemisettes in White and Colors, value 25c to 50c, for 15c.

Chemisettes in White and Colors, with ruffle to match, value 50c, for 25c set.

WAISTS! WAISTS! WAISTS!

UNEQUALED ASSORTMENT OF WAISTS IN THE CITY.

White Waists, Colored Waists, Colored Shirt Waists, Laundered Waists, etc., at CLEARING SALE PRICES.

HOSIERY! HOSIERY! HOSIERY!

Ladies' Black and Tan Gray Mixed Cotton Hose, were 12½c, for 6½c.

Children's Black Ribbed Cotton Hose, were 15c, for 8½c.

Boys' extra heavy Black Ribbed Cotton Hose, double knees, size 6 to 10, value 25c pr, for 15c pr.

SILK MITTS! SILK MITTS!

Ladies' and Children's Black Silk Mitts, slightly imperfect, worth 25c, for 10c pr.

Ladies' and Children's Black Silk Mitts slightly imperfect, worth 45c, for 25c pr.

UNDERWEAR! UNDERWEAR!

Misses', White and Ecru Ribbed Combination Suits, high neck, no sleeves, sizes 2 and 4, worth 75c, for 50c.

Ladies' Ecru Ribbed Combination Suits, high neck, short sleeves, sizes 4, 5, 6, worth $1.00, for 50c.

Ladies' Ecru Ribbed Cotton Vest, low neck, no sleeves, worth 20c, for 12c.

F. AUERBACH & BRO.