TELEGRAPHIC.

TERRIBLE ACCIDENT.

An Electric Motor Car Goes Through a Bridge at Cleveland.

DOWN TO INEVITABLE DEATH.

The Car and Its Passengers Swallowed Up by the River Below.

CLEVELAND, Nov. 17.—The people of this city stood appalled today when they realized the full horror of the terrible accident which occurred last evening on the big central viaduct. It was the worst accident that ever happened in this city, and the story of how the motor car, loaded with men, women and children, plunged through the drawbridge, straight down a hundred feet into the river, was told over and over again. Thousands of people promised by the river hand all last night and thousands more were there early this morning. Great crowds are still standing on the bridge above the wrecked car and talking about the place where the wreck is buried in the river, eagerly discussing every detail of the accident.

The first reports of the disaster have been verified in every particular, with the possible exception of the number of victims, which is somewhat smaller than at first supposed. The work of rescuing the bodies of the victims has gone on steadily since 9 o'clock last evening and it is now believed nothing more can be done until the last bit of wreckage of the car has been removed from the river.

The scenes about the river last night while the work of rescue was being prosecuted were pathetic in the extreme. The thousands of people who had assembled waited with bated breath for the discovery of bodies. It was a sad crowd and out of respect for the unfortunate dead but very little noise was made. Occasionally the wild scream of some frantic woman, who believed some one dear to her was among the unfortunate ones, would echo over the flats, only to be taken up at a distance by some other woman whose heart was breaking over her loss.

It was with great difficulty that a body, when recovered, was taken to one of the dead wagons. Four bodies were found almost at the same time. They were placed on stretchers and the solemn march to the ambulance started. As the bodies were passed from the fire boats to the willing hands on shore, an isle was made and the bodies passed along. Every few feet some woman would step out from the crowd peer into the face of the body as it passed, and with "It is not him, thank God," she would retire, and so the sad procession moved on.

As the body of a young boy was taken from the fire boat, an old lady nearly fell into the river in her anxiety to see the face of the dead boy. She would not be put back. She threw herself onto the body, looked into the face. Falling upon her knees, she raised her voice to heaven and prayed as only a mother could under the circumstances. Pressing close around her were anywhere from 1000 to 5000 people. Those who saw her raised their hats and not a few joined in her prayer.

At another spot two men were trying to hold an almost distracted woman. She believed her husband was on the ill-fated car and was almost insane with grief.

All the time the search was going on cars kept running over the viaduct. Both rails from the west to the east approach of the bridge were blockaded with people. In the center of the bridge men, women and children went this and that way, screaming, jostling each other, women tearing their hair and calling on God to save their dear ones. Women fainted and were trampled on by the mad, rushing and frenzied crowd. It was impossible to keep up any kind of order and the effort was finally abandoned.

THE ACCIDENT.

CLEVELAND, O., Nov. 16.—A heavy electric motor car containing between twenty and thirty passengers went through the draw of the Central viaduct at 7.45 this evening, and dropped 100 feet in the river below. It is a matter, the like of which never occurred here before.

First reports from the scene of the disaster seem to place the blame on the conductor. They were to the effect that the ill-fated motor car, containing between twenty and thirty people, approached the draw just as a vessel was nearing it, and the bridge attendants had closed the big iron gates and were preparing to swing the draw. As is the rule, the car stopped and the conductor went forward to release the switch in case the way was clear. He must have been blinded by the electric light, for an eye witness declares that although the gates were closed and the draw was in motion, the conductor raised the switch handle. The motorman applied the current and the car shot forward and struck the gates with a crash. There was only a moment's pause and then the heavy car ground its way through the wreckage and plunged over the brink into the black abyss amid the screams and frantic struggles of the passengers who, at the first intimation of danger rushed for the rear door. The car struck the water with a great splash, and then there was silence.

Soon men began to rush about shouting wildly, and the police patrol wagons and ambulances were flying to the spot in response to telephone calls. In an incredibly short space of time the work of rescue had begun.

All the occupants of the car, with the exception of the few who had managed to jump as it toppled over, went down to certain death. The car disappeared from sight as soon as it struck the water.

Within five minutes after the accident the surface of the river revealed nothing of the terrible tragedy that had just been consummated. The waters had closed over the car and its passengers, and the work of removing the bodies in the uncertain light was slow indeed. At a spot half a dozen bodies that had evidently floated out of the car and then to the surface were taken from the river and carried to the various morgues.

The news of the terrible accident spread like wildfire through the city, and a large crowd soon collected on the bridge and along the banks of the river. They could do nothing, however, but watch the slow work of grappling for the bodies.

The captain of the bridge guards says: "I saw this car coming rapidly toward the draw just as I had given the signal to swing it to admit of the passage of a vessel. I waved my hands and hallooed to the motorman to stop, but apparently he paid no attention to me. The car came on. Just before it went over the brink the motorman jumped and ran away."

This statement does not agree with those of eye-witnesses, who declare that the conductor went ahead to open the switch, which is about 250 feet from the draw, and motioned for the car to come ahead. Certain it is that the conductor mounted the car again and went down with the passengers to death, and it will never be possible to tell exactly what he did before this. The railway officials say they are unable to give the names of the conductor and motorman who were in charge of the car. The police are looking for the motorman.

Politics and Labor.

CHICAGO, Nov. 17.—What is expected to be the hardest fight that will occupy the time of the coming meeting of the Federation of Labor was started at the meeting of the Labor and Trades assembly, when it went on record as being opposed to the future discussion of politics in the trades assemblies and instructed its delegates to the coming convention to work against all political measures that might be brought into the convention. It was in Chicago that the famous socialistic "plank 10" had its origin. It is said to have been Chicago that sent the delegation to Denver which practically killed the measure, and now the Labor and Trade assembly wants to ride in the front carriage at the funeral of political discussion in the belle of bona fide trades union organization.

NEZ PERCES RESERVATION.

The Rush for Land to Commence Tomorrow.

BOISE, Ida., Nov. 17.—Tomorrow the rush for lands of the Nez Perces reservation will be made. The boundaries of the reserve are lined with people ready to make a dash for the land, while some have gone so far as to squat right on the reservation, determined to hold the ground at all hazards. The action of the "sooners" will doubtless cause much trouble.

The time of starting is not exactly known. Some claim it is midnight tonight, while others hold different views, and much confusion and trouble will no doubt result.

Parties who went to the reserve from Boise report that it is impossible to find corner stakes, even where the Indians have taken allotments. This will add to the complications, and among the army of excited people who will rush for land, if several do not meet with violent death it will be a miracle. The townsite crowd, called the "Tongue" by those seeking farm lands, promises to furnish a few funerals.

Several young ladies will join the chase for a land fortune. Among them is a school teacher named McIntyre. She went to the line from some point in Washington, and for several days trained her horse for the race. She and a companion camped at a point from where the best time could be made to a coveted tract. Three tough young men attempted to scare them away, when the school ma'am drew a six-shooter and blazed away at the trio. Her aim was uncertain, but the young fellows made a retreat.

Cuban Insurgents Coming.

PHILADELPHIA, Nov. 17.—General Barrisone, vice president of the Cuban republic and a general of the eastern division, is believed to have landed in this country Friday night from the steamer Leon, which arrived here last night. The statement is denied, however, by Colonel Nunez of the local Cubans and Captain Svanoe of the Leon. It was stated on good authority that when she left port she had on board General Masso, his son, a young man 22 years of age, Dr. Joaquin Castillo, Senor Vanna and twenty-five other Cubans. They, it is said, were coming to this country in order to aid Delegate Palma to present to the American Congress the cause of Cuban freedom. While the Cubans in the United States desire to have their case made as strong as possible when the proper time comes, they have strongly advised against General Masso leaving the island. The Marquis of Santa Lucia, the vice president, left for this country during the last war and the result was disastrous.

The same position was taken by Cuban leaders on the island. It is believed that Masso has thrown all these objections aside and come here.

Word was sent to New York and it was learned at 10 p. m. yesterday that Secretary Quesada of the Cuban revolutionary party in this country, and H. S. Rubens, counsel for the revolutionists, met the visitors and went with them to New York.

Account of the Murder of a Queen.

MILWAUKEE, Nov. 17.—Rudolph Kunnemacher, now visiting in Korea, writes to the Milwaukee Sentinel from Seoul, giving an account of the murder of the queen early in October. He says that the Japanese were instigators of the outrage. The latter says a body of Japanese scabs committed the murder and they were backed by Japanese troops. When they had gained entrance to the queen's apartments they found four women there, and being unable to recognize the queen, who had disguised herself, they killed all four women. The bodies, after having been stabbed and stabbed, were tied up in blankets, carried to the court yard, saturated with oil and burned. It is reported that the queen was cremated alive, not having been dispatched during the slaughter. The Japanese government has started an inquiry and many arrests have been made.

LIVE STOCK AND FARMING.

Report of the Secretary of Agriculture on These Subjects.

WASHINGTON, D. C., Nov. 17.—The report of the secretary of agriculture begins with the report of the work of the bureau of animal industry. The total number of animals inspected at the slaughter-houses was considerably over 18,000,000, an increase of more than 5,000,000 over the previous year. During the year ante-mortem inspection was also made of 5,003,000 animals.

Losses of cattle in transit on Europe were greater than in 1894, being respectively for 1895 and 1894, 0.61 and 0.37 per cent.

Over 30,000 cars, carrying over 800,000 animals were inspected for Texas fever at quarantine posts during the quarantine season, nearly 9,000 carloads of cattle being inspected also in transit, and over 28,000 cars were cleaned and disinfected.

Much space is devoted to discussing the opportunities for American meat products in foreign markets. Of over 841,000 tons of meat received at the London central market in 1894, 71,000 tons were American, while nearly 86,000 tons came from Australia.

In the imports of live cattle in Great Britain, the United States and Canada had a practical monopoly until the last two years. Since 1892 Argentine shipments have greatly increased. During the first eight months of the year the shipments amounted to over 25,000 head.

The exports of American horses to Great Britain have increased steadily, and have more than doubled since 1893, amounting the first eight months of 1895 to 25,715 head, valued at nearly $3,600,000.

The foreign trade in dairy products is carefully reviewed. In cheese the United States, while a large shipper to British markets, holds a conspicuously unflattering place in the extreme rear as to quality and price, and is the only one of the competitors for this trade whose business shows a serious falling off.

Referring to our standing in the foreign dairy market, the secretary warns shippers of the consequences of their methods, saying: "We have had a graphic illustration of the disastrous effects in all the trade of disregarding the tastes of consumers and of acquiring a bad reputation."

The secretary says the crop reporting work is the subject of constant criticism. As at present organized, it can hardly fail to be otherwise, though more satisfactory at present than at any previous time.

The report closes with a discussion of the question of the future of farms and farming in the United States. The average value of farms by the census of 1890 was $2,900. The value of implements, domestic animals and families will make a total farm plant of $4,000 for a family averaging six persons.

Those farms have fed the farmers and their families and forty million urban residents, besides exporting $500,000,000 worth of produce to foreign consumers.

A Crowd Incensed by Accident.

ST. LOUIS, Nov. 17.—A special to the Republic from Fulton, Mo., says: Much excitement was caused this afternoon by the falling of the Gerhardt bridge over the Stinson river, where an immense crowd had gathered to witness the baptism of a number of colored people by the Baptist colored church. The bridge was crowded with people, both white and black. Without any warning whatever, the fifty-foot span went down with a fearful crash, precipitating the crowd of men, women and children into the water from a height of fifteen feet. The people fell in heaps into the water, four or five feet deep. A large number were more or less injured, but no one was killed.

The accident threw a damper over the baptismal proceedings for a short time, but it was finally resumed.

The Naval Militia.

WASHINGTON, D. C., Nov. 17.—Assistant Secretary McAdoo has transmitted to Secretary Herbert the report of Lieutenant Niblack on the operations of the naval militia during the past year. In indorsing the report, Mr. McAdoo says the organizations are growing rapidly in favor, and the interest of the militia in them is steadily increasing. This organization, founded on patriotic zeal, is entitled to every encouragement at the hands of the government. Speaking of the results of his own inspection at the various battalions last summer, he says that above all things they need national encouragement and sufficient boats to perfect themselves in drills.

Eloped With a Negro.

ASHLAND, Ky., Nov. 17.—Marshal Black, colored, and Bertie Woolem, white, daughter of a well-known farmer, eloped yesterday to Ohio. Black's brother Jim, worked for Bertie's father and helped the girl go away.

Work of Life-Savers.

WASHINGTON, D. C., Nov. 17.—Mr. Kimball, superintendent of the life-saving service, in his annual report, states that at the close of the last fiscal year the establishment embraced 251 stations—124 being on the Atlantic, 38 on the lakes, 15 on the Pacific and 1 at the falls of the Ohio at Louisville, Ky.

The number of disasters to vessels within the field of the operations of the service during the year was 403. There were on board these vessels 6,402 persons, of whom 5,352 were saved, and 59 lost; 803 shipwrecked persons received succor at the stations, to whom 2,232 days' relief in the aggregate was afforded. The estimated value of the vessels involved was $8,001,275, and that of their cargoes $2,945,990, making a total value of property imperiled $10,947,195. Of this amount $9,195,095 was saved and $1,752,100 was lost. The number of vessels totally lost was 75.

In addition to the foregoing, there were during the year 192 casualties to small craft, on board of which there were 421 persons, 413 of whom were saved and 8 lost.

Besides the number of persons saved from vessels of all kinds, there were 110 others rescued who have fallen from wharves, piers, etc., the most of whom would have perished without the aid of the life-saving crews.

Fast Train Service.

CHICAGO, Nov. 17.—Today important changes were made in the schedules of through California trains via the Chicago and Northwestern-Union Pacific line, which will afford the shortest time every made by a regular train between Chicago and San Francisco.

The Overland limited, Chicago to San Francisco, and Pullman cars Chicago to Los Angeles, will leave Chicago via the Northwestern line at 8.30 p.m. daily, reaching San Francisco at 8.45 p.m. the third day, thereby saving one night en route.

The new schedule between Chicago and Los Angeles will cut a corner of nearly twenty-four hours off the previous time between Chicago and points in southern California. The Pacific express will leave Chicago at 10.05 p.m. daily for Omaha, Denver and Portland, and a tourist sleeper for San Francisco, arriving there at 8.45 p.m., and connecting at Sacramento for Los Angeles. This will enable patrons of tourist cars to make the journey from Chicago to California in three and a half days.

Atchison's New President.

CHICAGO, Nov. 17.—The Tribune says: Private advices received from the east indicate the election of L. F. Ripley, present third vice president of the Chicago, Milwaukee & St. Paul railroad, as president of the Atchison, Topeka & Santa Fe railroad company, and of L. S. Robinson, present acting president of the company, as first vice president. Mr. Ripley's name heretofore has been mentioned in connection with the presidency and his friends say he made no effort to secure the position. He is now on a trip through the South with the ex-World's Fair directors, of which body he was a member, and is expected to return to Chicago tomorrow.

GOOD FOR EVERYBODY

Almost everybody takes some laxative medicine to cleanse the system and keep the blood pure. Those who take SIMMONS LIVER REGULATOR found or prefer it the choicest of all laxatives, and tonic that purifies the blood and strengthens the whole system. And more than that SIMMONS LIVER REGULATOR regulates the Liver, keeps it active and healthy, and when the Liver is in good condition you need yourself free from Malaria, Biliousness, Indigestion, Sick Headache and Constipation, and all of that worn out and debilitated feeling. These are all caused by a sluggish Liver. Good digestion and freedom from stomach troubles will only be had when the liver is properly at work. If troubled with any of these complaints, try SIMMONS LIVER REGULATOR. The King of Liver Medicines, and Better than Pills.

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It is Almost Indispensable to Every
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And is a desirable acquisition also to every Student of Theology and other persons who values the means of advocating and defending Scripturally and Historically the Principles of the Gospel.
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HOW IS THIS.—30 inch Coney Fur Cape, silk lined, value $8.50, for.....$4.75
This is a special great value.

PLUSH CAPE.—Wool seal edged, silk lined, value $11.00, our special price.....$6.80

NOVELTIES.—Hundreds of them just received, the neobbiest, prettiest styles that are out.

CHILDREN'S LONG COATS.—A grand stock, ages 4 to 14, at all prices and all qualities.

CHILDREN'S DRESSES.—New and nobby dresses, just in ages 4 to 14.

FUR TRIMMINGS by the yard. An immense assortment at lowest prices. Extra quality black Thibet fur, regular $1.35 grade, at...95c yd

IMITATION BEAVER FUR TRIMMING, very fine quality, two inches wide, worth $1.00, special at.....50c yd

GOOD QUALITY IMITATION MARTIN, one and a half inches wide, very stylish trimming, worth 50c, at.....30c yd

ANGORA FUR TRIMMING, in black, tan, gray and white, nice fluffy quality, worth 50c, at.....25c yd

UNDERWEAR.—Two specials for this week. Children's heavy jersey ribbed natural mixed Vests and Pants, sizes 2 to 4, worth 40c, at.....25c

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BLACK DRESS GOODS.—46 inch fine black crepon, in silk and wool, heavy raised billow effect, sold usually at $1.75, $2.00, $1.00 yard, special at.....$1.17½, $1.40, $2.00 yd

46 INCH SILK SICILIAN MOHAIR, in a bright, rich lustre, never sold less than $1.00 yard, now.....39c yd

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36 INCH ALL WOOL FANCY DRESS GOODS, worth 40c and 50c, to close at.....25c yd

36 INCH FANCY ALL WOOL SUITING, this week at.....44c yd

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NOBBY WOOLENS in exclusive styles, rich, plain and fancy silks, the largest assortment in the inter-mountain country, this week at special cut prices.

HOSIERY.—Ladies' silk plated and all silk hose in black and all evening shades in large variety.

LADIES' EXTRA QUALITY fine silk plated, all sizes and colors, regular $1.35 grade, at.....$1.00

LADIES' HEAVY SILK PLATED FAST BLACK SEAMLESS HOSE, all sizes, worth 75c, at.....50