

crimson stains. She had a wild stare. The sight is so horrible that the police officers turned away, sickened.

Chattanooga, Tenn., 23.—H. H. Kudd, aged 75, was murdered in bed. Two negroes are suspected.

Washington, 23.—Jansen, a notorious resurrectionist, is re-arrested. Two medical students are implicated with Jansen in robbing the grave of the body of the boy Shaw, hanged on Friday last for the murder of his sister. The body was found in charge of a drunken hackman, with the feet sticking out of the cab window.

NEWPORT, R. I., 23.—John G. Weaver's villa is burning this morning; loss \$35,000, exclusive of silver, diamonds and jewelry; no insurance.

Anderson, Ind., 23.—Nathan Armstrong's planing mill burned yesterday; loss \$20,000; no insurance.

St. Louis, 23.—A fire at Seligman, Mo., yesterday afternoon, destroyed the Exchange Hotel, Wichita House, and 14 other frame buildings.

DULUTH, 23.—Thermometer 38 degrees below zero this morning, and promises to reach the same point tonight. No ice in the lake.

Marshalltown, Ia., 23.—Since Friday of last week the mercury has not been above zero, ranging at night from 20 to 36, and in the day from 4 to 20 below; at noon to-day 10 below, but no wind, and signs of moderating.

New York, 23.—Fifteen thousand skaters were in Central Park to-day, although the mercury at one time was only 3 degrees above zero, the intense cold stopping Trinity and other clocks, and filling the rivers with ice.

NEW YORK, 24.—It is rumored among the newspaper fraternity that this a.m. Jay Gould sold the World newspaper to John McLean, son of Washington McLean, of the Cincinnati Enquirer.

SCRANTON, Pa., 24.—The Elk Hill Coal and Iron Company's breaker, in Dickson City burned; loss \$25,000, partially insured.

LOUISIANA, Mo., 24.—Samuel Reed's tobacco works burned; insured for \$8,000; stock \$13,000.

SHAWNEETOWN, Ill., 25.—Early yesterday morning a mob of masked men attempted to enter the jail for the purpose of lynching the colored murderer Holmes. They were repulsed at the first attempt by the sheriff and deputies. The mob then brought up a cannon in front of the jail and threatened to batter down the wall, but shots from the jail, the ringing of the Court House bell and the gathering of citizens scared them away.

CINCINNATI, 24.—Reports from the Keyser W. Va. R. R. accident gave the following as names of the injured. Harry Baldwin fireman, Mr. Lyons and James McGettigan, brakemen. Killed Marten Thilsh engineer, died soon after from injuries, Daniel Readley, fireman, James Daten engineer, Geo. Gackrn and Solomon Greas, brakeman, injured. All live in Cumberland.

ROCHESTER, 24.—Henry Barnard, late cashier of the defunct city bank has been arrested.

WILKESBARRE, 24.—There was an extensive cave in, this morning in the Delaware and Hudson mine. On the surface cracks are visible for acres in either direction. A number of houses settled from six inches to two feet alarming the inmates who fled. A cave in has taken place under the surface in which no less than twenty acres have gone down.

FOREIGN.

LONDON, 22.—No doubt whatever remains but the government is in possession of information which will lead to the arrest of the murderers of Cavendish and Burke. The information was given by a man named Delaney, now under a sentence of 10 years' imprisonment for another offence. The officials both in Dublin and London are confident all the guilty parties still remaining in this country will be lodged in jail before the month is out. Delaney, it is understood, in return for the information given the authorities, will receive a free pardon, and comfortable douceur of £5,000. Excitement almost amounting to consternation prevails throughout the city. It is known that the members of the Irish Party unqualifiedly repudiate the stigma cast on their organization, protesting that while open and revolutionary action is the basis of their organization, it never recognized, approved or tolerated the agencies of secret crime. The Fenian brotherhood denied that Farrell was ever a member of that

body, while many persons acquainted with the antecedents of the informer, say they would not hang a dog on his testimony, and that he would any day sell those near him for a glass of whisky. The crown counsel, however, seem to be in earnest, and their confidence would lead to the belief that they have strong evidence, circumstantial if not positive, to corroborate the former's story.

Dublin, 23.—Miles Kavanagh, who is informer, to-day swore to the driver of the car on which Field's assailants escaped. He is now in custody. Immediately after the Phoenix Park murders, he was apprehended and detained two days on suspicion of having driven the car on which the assassins of Lord Cavendish and Burke escaped. It is reported that six prisoners, who were in the dock to-day, offered to become approvers, but up to the present time the authorities have accepted only one, who will be examined at the next hearing. It is said there are three other informers. James Poole, Devin and Delaney are mentioned. The detective department is besieged with persons offering to give information. Several suspected persons left Dublin during the week. A detective is in pursuit of one important individual.

London, 23.—4.30 p. m.—The details of the *Cimbria* disaster show the loss of life must have been fearful. A dispatch from Hamburg, sent by the Hamburg-American Steamship Co., says so far fifty-six persons from the *Cimbria* have been landed. The *Cimbria* left Hamburg Thursday, with 380 passengers and a crew of 110. She ran aground before leaving the Elbe, but got off with the flood tide, with the assistance of the steamer *Hansa*, without damage, and she put to sea at 2.30 in the afternoon. On Friday morning she came into collision, during a thick fog off Borkum, with the steamer *Sultana*. The *Cimbria* sank in a short time. When a boat with 39 passengers arrived, the company sent out the steamer *Hansa* and the four largest available steamers at Cuxhaven to search for the other boats of the *Cimbria*.

Hamburg, 21.—The *Cimbria* sustained such severe injuries in the collision that it at once became apparent she must sink almost immediately. The officers therefore did all in their power to save lives without a moment's time. Life belts were distributed among the passengers. The latter was struck abaft the first collision on the bulkhead on the port side, and she keeled over to the starboard and speedily sank.

The *Theta* picked up one of the *Cimbria* boats at 2 o'clock p.m. on Saturday, and arrived at Cuxhaven about six.

Hamburg, 22.—The steamer *Cimbria* stands upright, her top yard just visible at high tide.

London, 22.—The *Cimbria* has sunk in 90 feet of water; three boats were launched before she sunk.

One of the boats which the crew succeeded in launching before the foundering of the steamer, capsized immediately. It is feared all persons missing are lost.

Passengers missing 363; passengers known to be safe, 32; crew missing, 71; crew known to be safe, 21. Missing, all told, 431; safe, so far as known, 53. This is as far as the lists go, and makes the whole number on board 487, instead of 470. The slight discrepancy with the figures given in the press dispatches leads to the hope that more names of the saved may yet be received.

New York, 23.—The *Herald's* Hamburg special says: According to latest information 445 lives were lost in the *Cimbria* disaster. There were 402 passengers and 94 officers and crew on board. Of these 56 so far have been rescued.

London, 23.—A dispatch from Hamburg says: The steamer *Sultana* was seized by the police; her captain asserts that he awaited at the scene of the disaster twelve hours after the collision.

The captain of a steamer which has arrived in the Humber from Hamburg, makes the following statement at the request of the captain of the *Sultana*. The weather was hazy and soon after became very foggy. The engines were eased to dead slow and the steam whistle kept sounding every few seconds. The captain and chief officer on the bridge and 23 men were looking out forward. Suddenly a green light and the masthead of a steamer, two points off starboard, were seen. The captain of the *Sultana* thought the approaching steamer would keep her course to go clear. It was noticed, however, she suddenly ported and came around rapidly. It was

too late to do anything but reverse, which was done. By the time the engines had revolved once, the captain noticed the other steamer's port light coming rapidly toward the *Sultana*. The next instant she caught the *Sultana's* bowsprit on her port or rigging taking her right around. There was great consternation on board the *Sultana*, as it was feared so much larger a vessel would sink her. The *Sultana's* crew hailed the *Cimbria* to stand by, but no reply was received, the vessels meeting in a fog, and a few seconds later the mate of the *Sultana* saw the *Cimbria* coming by on the other side. He called to the German master to go full speed astern. This was done and the *Cimbria* again crossed the *Sultana's* bows and then disappeared. An examination of the *Sultana's* damage showed the upper part of her hawse pipe and all forward had been driven by the collision through the bulkhead into the fore-castle, where the crew had a narrow escape. The *Sultana* remained at the scene five hours, and the captain heard no sound during the whole time, and was severely blaming the German captain of the *Cimbria* for leaving without having ascertained the damage to the *Sultana*. He had no idea the *Cimbria* foundered till he arrived in Hamburg. Before the collision occurred he heard no sound from the *Cimbria's* whistle; when he first saw her the *Cimbria* was going at full speed. He supposed the *Sultana's* beams ripped open the *Cimbria's* plates.

HAMBURG, 22.—R. C. Lawrence, of Frankfurt, one of the rescued, gave a long account of the terrible scenes on the *Cimbria*. He says: Though the officers did their duty nobly, they were unable to maintain order. Men, women and children were mad with fear. Those who had secured places had a violent struggle to keep the boat from being swamped. The six Indians were driven away by some sailors, by axe blows at their hands. Capt. Hanson was still at the last moment on the bridge, but could have no control over the 500 terror-stricken human beings beneath him. Men, women and children in whole families clung together in despair. One young married couple preferred to meet death quickly by cutting each others veins. The ship doctor Herr Feige and some of the stewards, Stewardess Bavarin, and some officers distributed life saving belts to the last moment, but those thus provided were not benefited, for most of them died from the severe cold. The survivors who escaped in boats say that when they rowed away the water was covered with bodies, kept up by life belts, only a few of them alive when they left, and of these as many were taken into the boats as possible. No complaint has been made against the *Cimbria* crew, although of those saved 22 belong to his class. Capt. Hanson stood on the bridge till the ship sank. First Officer Karlowa worked for the benefit of the passengers to the last moment. Second Officer Sprutzen, with an axe was cutting off the wood work for rafts for passengers while the ship was going under water, and after sinking he was picked up by one of the boats. One thing is certain, however, there never was the slightest chance of saving one-third of the people by means of the boats, even had all been launched, and great and presumably just as is the indignation against the captain of the *Sultana*, there will doubtless be searching inquiry instituted as to the duty of a steamship company in providing sufficient facilities for the escape of every passenger on board.

The *Diamant*, one of the steamers in search of the passengers and crew of the *Cimbria*, arrived this afternoon with 16 passengers and the fireman of the ill-fated vessel. The rescued passengers state that after having left the *Cimbria* their boat capsized, and they sought refuge in some of the rigging of the *Cimbria* still above water. They remained in this position ten miserable hours, freezing from cold, and expecting every minute to be the last, till rescued by the boat from the *Diamant*. Many of those in the boat, when it left the *Cimbria*, were drowned upon the capsizing of the boat, and many others after reaching the rigging, were obliged to release their hold and were drowned. The survivors describe the scenes as horrible and heart-rending. All of them praise in the highest terms the conduct of the captain and crew of the *Cimbria*, who never moved from their posts, and did every-

thing in the power of man to save life till they themselves were engulfed in the waves.

The passengers affirm that while in the rigging the lights of the *Sultana* were clearly visible and that the cries for help must have been heard on board the *Sultana*, which, instead of coming to the rescue, steamed away. Most of the survivors present a miserable appearance, having lost everything. Since landing here everything possible has been done for them. Some have been sent to their homes, the remainder will continue their voyage on Wednesday.

HAMBURG, 23.—The most searching official inspection of the steamer *Sultana* shows the damage far more serious than at first believed. According to the testimony of competent seafaring people, the crew of the *Sultana* displayed marvellous cleverness and rapidity in stopping the leak, and it is scarcely conceivable how the vessel ever reached Hamburg. Besides a smashed bow and holes in both sides, her keel for 12 or 15 feet was completely split. The *Hamburger Nachrichten* says the captain of the *Sultana* in his official statement says before the fog set in he had been going nine knots an hour and during the fog reduced speed to four knots, the lowest rate of speed consistent with keeping steerage way on the vessel. He neither heard nor saw any kind of signals until suddenly at a distance of little more than two ship-lengths the *Cimbria's* green light appeared. He immediately in accordance with the rules, endeavored to give way. He thought he should be able to get clear, when some incorrect steering occurred aboard the *Cimbria*, and suddenly he saw the red light of another steamer (it should be remarked here that probably the *Cimbria's* red light was displayed by alteration of her course). Almost simultaneous with the appearance of the red light he felt the shock. During the time the leak of his vessel was repairing, he constantly gave signals by blue light and blowing the steam whistle. When the repairs had been effected, he approached as nearly to the scene of the collision as he could without endangering his own vessel. Owing to the dense fog he saw nothing. He drifted about until eight on Friday morning. As proof of the correctness of his statement he points to the lateness of the time at which he arrived at Cux Haven, which he considered a great point in the official investigation to prove the accuracy of his statement. According to statements of persons intimately acquainted with the captain of the *Sultana*, both he and his first officer are thoroughly competent sailors, and specially noted for the maintenance of strict discipline.

PARIS, 23.—There was a kind of panic on the bourse yesterday. The events following Prince Napoleon's manifesto, restlessness in the Deputies, uncertainty of the fate of the government bill, and newspaper denunciations disturbed the public mind and created disquietude among the prosperous class, holders of rents and other securities throwing them upon the market for fear that revolutionary measures may depreciate them. President Grevy seems to have been affected by the recent scare. A guard has been stationed at the garden at the entrance to the Elysee with muskets loaded with ball cartridges.

Subscriptions are opened in behalf of the families of condemned anarchists. The Bonapartist Deputies deny any of them will resign in order to create a vacancy to be contested by Prince Jerome. It is certain a ministerial crisis is imminent. The idea of having Prince Jerome tried by the Senate appears to have been abandoned. Gustave Dore, the famous French painter and designer, is dead. Dore caught cold Friday returning home from a soiree. On Saturday inflammation of the throat set in. Despite every effort it was impossible to arrest its progress. He expired at 12.30 p.m. to-day.

For aged men, women, weak and sickly children, without a rival. Will not cause headache Brown's Iron Bitters.

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With a baby at breast nothing is so useful for quieting my own and baby's nerves as Parker's Ginger Tonic. It prevents bowel complaints, and is better than any stimulant to give strength and appetite.

—A Newark Mother.

A true assistant to nature in restoring the system to perfect health, thus enabling it to resist disease, is Brown's Iron Bitters.



That safe, good old German Family Medicine for all complaints of the Stomach, Liver, Kidneys and Bowels; Carminative, Alterative and gently Cathartic.

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Ask for Henry's, and Take No Other. BEWARE OF COUNTERFEITS.

NOTICE TO CREDITORS.

ESTATE OF ROBERT WATSON, DECEASED.

NOTICE IS HEREBY GIVEN BY THE undersigned, Administrators of the Estate of Robert Watson, deceased, to the creditors of, and all persons having claims against the said deceased, to exhibit them with the necessary vouchers, within ten months after the first publication of this notice, to the said Administrators at their residence in the 6th Ward of Salt Lake City, Territory of Utah in the County of Salt Lake.

Dated January 2nd, 1883.
JAMES C. WATSON,
HUGH C. WATSON,
Administrators of Estate of Robert Watson, deceased.

